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The Hongkong Telegraph

(ESTABLISHED 1881)

69133 六拜禮 號五十月五英港香 SATURDAY, MAY 15, 1920.

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THE LAST WORD
KNOX MARINE
MOTORS 40H.P.
Agents
Andersen, Meyer & Co., Ltd.
Hongkong.

STOP PRESS TELEGRAMS.

THE MEXICAN REVOLUTION.

WITHDRAWAL OF U.S. FORCES URGED.

Vera Cruz, May 12.
The rebels are unable to dislodge Carranza from San Marco. The American Consul at Vera Cruz states that foreigners are not being molested, and conditions are becoming normal. He advises the withdrawal of American naval forces to avoid possible friction.

CARRANZA CAPTURED.

New York, May 12.
A message from El Paso says Carranza was captured near El Paso, including his whole convoy. Obregon has ordered his safe return to Mexico City.

Practically the whole of Mexico is now in the hands of the revolutionaries.

NEW GOVERNMENT WANTS RECOGNITION.

Washington, May 12.
The Mexican Revolutionary Government is arranging to ask immediate recognition by the United States.

THE BOLSHEVIK DANGER.

PROPAGANDA IN PERSIA.

London, May 13.
The Times correspondent at Teheran says that the Bolsheviks are actively spreading propaganda in Persia against the British. He declares that the vacillation of the Allies towards the Reds, combined with a postponement of reforms in Persian Administration, is producing internal difficulties. The authorities fear an outbreak of anarchy.

HEAVY FIGHTING.

Warsaw, May 12.
The Bolsheviks on May 10 re-crossed the Dnieper reinforced by fresh troops from the north and south. They violently attacked the Polish positions defending the approaches to Kiev. The Poles maintained the positions, capturing two enemy battalions. Enemy aeroplanes bombed Kiev.

REDS BEING DRIVEN BACK.

London, May 12.
A Polish communiqué indicates that the Reds are being steadily driven from the region between the Dnieper and the Dniester.

REVOLUTION IN MOSCOW.

London, May 12.
There has been a significant silence in the Moscow wireless since May 9, when it broke off in the middle of a message. This is interpreted as indicating fresh revolutionary activity. Confirmatory evidence has been received from Copenhagen, where private telegrams report great rebellious developments in Moscow. Many fires have occurred and military depots have been destroyed.

IRISH OUTRAGES.

FURTHER MURDERS REPORTED.

London, May 12.
Two policemen have been shot dead and one wounded in a suburb of Cork.

LATER DETAILS.

London, May 12.
When boarding a tramcar in an eastern suburb of Cork, a deadly volley was poured on three constables. Two were instantly killed. The third was hit, but ran off. He was seriously and seriously wounded but reached the Police Station. A number of passengers and a conductor had the narrowest escapes. The windows were shattered. There were no arrests.

A BRAVE HOUSEMAID.

London, May 12.
Sinn Féiners' entry into a residence at Clivagh, County Mayo, was resisted by an armed housemaid, who, although fired on and wounded, returned the fire and drove off the raiders.

MORE VIGOROUS POLICY.

London, May 12.
The Daily Telegraph declares that well-informed men are explaining Mr. Bonar Law's statement, cabled earlier, as foreshadowing a more vigorous policy towards Ireland as regards the suppression of lawlessness. Meanwhile, the latest news from Ireland reaffirms that every concession and every move bearing the semblance of a concession is interpreted by the assassins as weakness and is merely encouraging the whole army of criminals, who now have Cork, Clare and Kerry at their mercy.

Sir Hamar Greenwood, interviewed in Dublin, giving instances to show he is a friend of Ireland, said since his arrival he had not signed a single deportation order but had released many arrested on suspicion, including Alderman O'Brien. He added there was perfect unanimity in the Irish Executive.

COAL PRICES.

ANOTHER STRIKE POSSIBLE.

London, May 12.
It is declared that the miners regard the increased prices of coal as the first step to decontrol of the industry and are therefore contemplating a strike. The Labour Party in the House of Commons is challenging the increases.

GERMAN SHIPPING.

A BERLIN DECISION.

Berlin, May 12.
The German Government has ceased giving permission for German ships to voyage between foreign ports with a view to ensuring German tonnage to be used in the country's economic needs.

GERMAN TROOPS IN NEUTRAL ZONE.

Berlin, May 12.
The French General Nollet has been despatched to investigate the German semi-official statement that German troops in the neutral zone are now one battery and one cavalry squadron under the number allowed.

REUTER'S TELEGRAMS.

FRANCE AND CHINA.

M. PAINELEVE'S JOURNEY.

London, May 11.
Interviewed by the Paris correspondent of the Globe, M. Paineleve, who is starting to-day for Peking, said that the main object of his journey was to maintain and develop French influence in the Far East by increasing the intellectual, scientific, and technical relations between France and China. None of France's Allies need take umbrage at such endeavours: all nations would participate in a friendly co-operation in the great efforts China was making to adapt itself to modern conditions, and to develop its vast resources. He opined that China would surprisingly and rapidly modernise herself and play an immense part in the history of the world of the future.

SIR JOHN JORDAN.

AUDIENCE WITH THE KING.

London, May 11.
Sir John Jordan, upon relinquishing his appointment as Minister in Peking, had an audience with H.M. the King at Buckingham Palace.

FUNDS FOR CHINA.

A CONSORTIUM FORMED.

Washington, May 11.
The State Department formally announces the organisation by Britain, France, Japan and the United States of a Consortium to provide China with funds to permit her to proceed with economic and industrial development. The American representation consists of thirty-one banks.

AMERICAN SHIPPING.

BIG SALE TO COMPANIES.

Washington, May 11.
The Shipping Board announces that nine cargo boats of an aggregate deadweight tonnage of 57,732 have been sold to American Shipping Companies for \$11,500,000.

AEROPLANE THREE MILES UP.

AND CARRIES THREE PASSENGERS.

Washington, May 11.
It is reported from El Centro, California, that the Egyptian Lowell Smith aeroplane with three passengers reached an altitude of 17,169 feet.

EARLIER TELEGRAMS.

ADMIRAL SIMS' CHARGES ANSWERED.

Washington, May 11.
Replying to Admiral Sims' charges, Mr. Daniels told the Senate Committee that Admiral Sims belittled the work of the American Navy in contrast to the work of the British Navy, because he coveted British honours. Mr. Daniels declared that Admiral Sims in war-time failed to appreciate the paramount importance of protecting transports.

Mr. Daniels contended that if anybody in the Navy Department had been anti-British, Admiral Sims, who was well-known to be pro-British, would not have been sent to London. Mr. Daniels preferred the "bold and audacious policies" of the Navy Department which, he declared, were delayed owing to Admiral Sims' opposition and the British Admiralty's lack of faith in the practicability of some of them. Mr. Daniels concluded urging the continuance of Anglo-American mutual co-operation which in war-time had led to esteem and fellowship.

FOR RELIEF OF EX-SERVICE MEN.

Washington, May 11.
The Republican members of the House of Representatives at a meeting of the Ways and Means Committee abandoned the proposal to tax retail sales one per cent. in order to raise funds for the relief of ex-service men.

S.S. ANGHIN.

Colombo, May 11.
The steamer Anghin has arrived here. The fire is still burning. The steamer is carrying a cargo of beans. Surveyors have been called in.

AMERICAN "BLUEBEARD" SENTENCED.

Los Angeles, May 11.
Watson, the American "Bluebeard" pleaded guilty to a charge of murder. He was sentenced to life imprisonment.

TO-DAY'S CHINESE TELEGRAMS.

THE POLITICAL CRISIS.

Peking, May 14.

Chow Shu-mo has agreed to organise a new Cabinet with Tso Yu-lin as Minister for Foreign Affairs and Luk Chung-yu Minister for Finance.

It is interesting to note that Tso and Luk have been greatly criticised by the students on the military pact and the Shantung question.

Shah Ching-ping, the Minister of the Navy, has agreed to act as Prime Minister for ten days. He will not be responsible for the actions of the Ministries for Foreign Affairs and Finance.

Shanghai, May 14.

It is reported that the On Fook Party will, during the time it acts for the Cabinet, reply favourably to the Japanese notification, and will instruct Tso Yu-lin and Luk Chung-yu to negotiate Japanese loans, and also make peace with the Republican Party in Shanghai.

OUR PEKING LETTER.

day in China, which is the euphonious title to the day on which Tso Yu-lin was driven out of office by the students attacking his residence and also by the fact that the demonstration planned for May 7th, the day of national humiliation, has been called off.

While speaking of student activities it should be mentioned that the military authorities are alarmed over the discovery that the students have been attempting to carry out a propaganda among the troops in the North. This propaganda is decidedly Bolshevik in tendency also.

The President's garden party at Yin Tai on Saturday afternoon was a very interesting event. The diplomatic body was present in full force and the number of other foreigners was very large indeed. President Hsu greeted the dozen of the diplomatic corps and afterwards chatted with old friends, foreign and Chinese.

The Shantung issue has been raised again by Mr. Obata having presented a note to the Wararopu intimating that Japan is in receipt of the German documents relating to Kiaochow and suggesting that the Chinese Government should take up the matter with a view to final settlement. This has roused the people and press. The latter is clamouring for the Notes from Japan to be returned. Such an extreme course will not be adopted but it has been recognised that the Japanese communications demand a reply. It is intended to reply to the Japanese Government that the Chinese Government welcomes the intention of the Tokyo authorities to restore Kiaochow to China but it does not see that there is any need for negotiation. All that has to be done is for Japan to intimate the date on which her troops will be withdrawn and China can then take over. Needless to say, this is not the kind of answer that Japan is anxious to have from China.

Aviation would appear to be making some progress in China. Last Friday an Avro aeroplane flew from here to Tientsin and back in excellent time, and on Friday a Handley Page will be taken to Tientsin and back, carrying mails and a number of passengers among whom will be the British Minister.

The week end was interesting. Masonically when the Scottish Rite Bodies held their spring reunion and conferred the higher degrees on a fairly large class, culminating with the working of the 31st and 32nd degrees at the Temple of Heaven, the 32nd being given in the open on the Altar of Heaven. Needless to say, it was a most impressive ceremony.

X-RAY PIONEER'S ESTATE.

Dr. Cecil Rupert Chaworth Lyster, of Gordon-mansions, Francis-street, W., and of Bickenhall-mansions, Marylebone-road, W., one of the pioneers in X-ray effects of exposure to the rays meeting to-day the students during his work on January 26, agreed that if their colleagues at left estate of the gross value of Shanghai would agree to resume. The testator left £100 to the Middlesex Hospital School of Medicine to endow a prize for that they did not demonstrate physics, and the residue of his yesterday on the occasion of the estate between his brother and first anniversary of students nephew.

OLD POST OFFICE SITE.

SOME CONDITIONS OF THE SALE.

It is notified in the Gazette that the Government intends to offer for sale by public auction, on or about the 1st November next, the whole of the area of Crown land at the corner of Pedder Street and Queen's Road Central, formerly occupied by the Post Office, Supreme Court and other Government Buildings, as delineated upon a plan which may be seen in the Public Works Office. The entire area is available for sale amounts to about 36,500 square feet. The Government is prepared to consider proposals from intending purchasers for subdividing the entire area into lots of moderate size.

Subject to certain reservations as to the manner in which any building to be erected on the area may be occupied, the Government is prepared to sanction the erection of buildings not exceeding a height of 125 feet.

The term of the lease for any portion of the area will be 75 years, commencing from the date of sale, with the option of renewal at a Crown rent to be fixed by the Surveyor of His Majesty the King for one further term of 75 years. The Crown rent for the entire area for the first period of 75 years will be \$4,300 per annum. In the event of the area being subdivided the Crown rent will be apportioned in proportion to the areas of such subdivisions but in each case will be calculated to the nearest dollar. The upset price will be at the rate of \$50 per square foot.

In the case of that portion of the area which is occupied by Messrs. Watkins & Co., the purchaser will not be given possession until three months after the day of sale.

The purchaser of any portion of the area will be required to erect buildings of a value equivalent to \$15 per square foot of such area and will be required to complete such buildings, fit for occupation, before the expiration of 24 calendar months from the day of sale.

The design of the elevations of any building to be erected on the whole or any portion of the area will be subject to the special approval of the Director of Public Works, who, in the event of the area being subdivided into several lots, shall have power to regulate the height of storeys and may require the main features of any building to harmonize with those of the adjoining buildings.

Subject to the submission of satisfactory designs, the Government is prepared to sanction the construction of verandahs over the public footpath in Pedder Street, extending the full height of the building and over the public footpath in Queen's Road, extending for a height of three storeys only. In the case of such verandahs there must be a clear space of at least 9 feet between the face of the external wall of the building and the inside face of any portion of the piers or columns upon which such verandahs are supported.

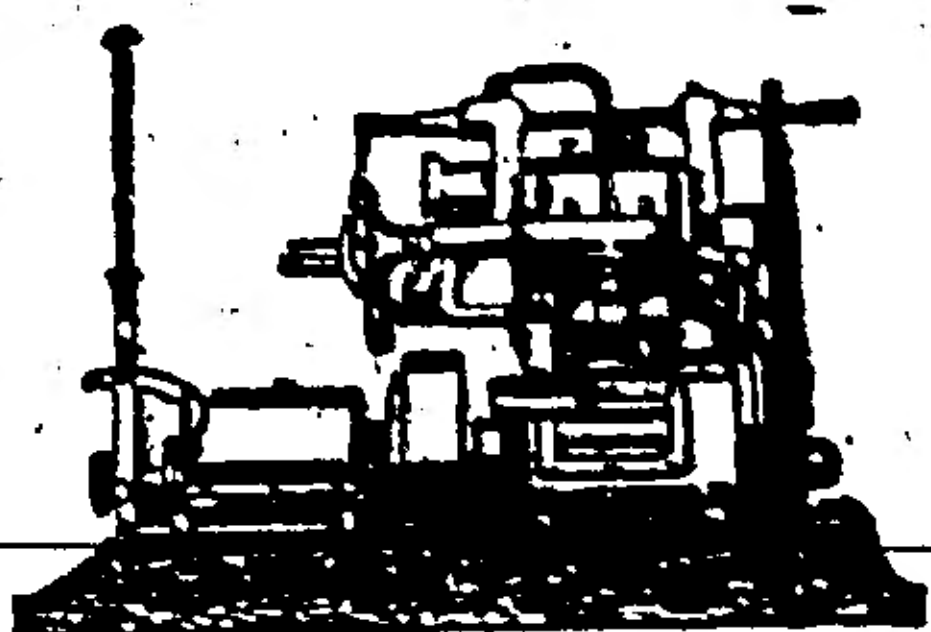
Any communications with regard to the foregoing should be addressed to the Director of Public Works. In every case, full particulars should be given with regard to the purposes for which it is intended to occupy any building which it is proposed to erect.

[In connection with the above announcement it is interesting to recall that in a recent interview the Director of Public Works stated that the Hongkong Hotel building was 107 feet in height, and that he would favour a maximum of 100 feet on the old Post Office site.—ED. H.K.T.]

ONLY 4,500 QUALIFIED DENTISTS.

At the annual meeting of the Royal Dental Hospital for London it was mentioned that there were only 4,500 duly qualified men on the dental register. The committee favoured employment of women for child treatment.

NOTICES.



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THE NEW WORLD.

WHAT MANCHESTER
THINKS.

The Special Commissioner of
the Daily News writes from
Manchester:—
There may be a new world, and
I still hope to discover it, but it
looks as if the population might
turn out to be a very small one.
There is no difficulty in finding
about a new England—an Eng-
land of higher wages, shorter
hours and better conditions—but
their enthusiasm seems to carry
them no further. We are still, it
seems, content to live on an
island.

Here, as in Birmingham, there
are small idealistic groups work-
ing beneath the surface of the
city's normal life. The League
of Nations Union has a few
hundred members out of a popu-
lation of 1,000,000. The League
of Youth, the Fellowship of
Reconciliation, Brotherhoods, and
other small adventurous bodies
are carrying on what some
observers fear will be a losing
fight against the return of a
cynical materialism.

The position was summed up
for me by a man who is in touch
with all these movements and
working hard himself for one of
them. "Here," he said, "there is
5 per cent. of idealism, 5 per cent.
of materialism, and 90 per cent.
of indifference. International
idealism is represented by those
who were internationalists before
the war. They are keener now
and more active, but their
influence hasn't appreciably
increased. The great majority
are indifferent to any new
conception of the world. They
take more interest in domestic
politics, but their outlook on the
whole is still an insular one.
This was not encouraging. I
looked as if it would be a hopeless
task to continue my search in
Manchester.

An evening walk about the city
strengthened this impression.
Obviously, Manchester was de-
signed for a 12 hours working
day, and the people have not yet
discovered how to spend their new
leisure. As I stood in Piccadilly
I saw an interminable procession
passing to and fro, walking
from one end to the other of
the brilliantly-lighted
streets, and then back again, and
so on. There were thousands of
young girls walking arm-in-arm
who passed me a dozen times in
half an hour. There were thou-
sands of young men who went by
with the surprising regularity.

NOT A CHEERING SIGHT.
All seemed unwilling to leave
the genial glare of the street
lamps, and apparently found
something inspiring in forming
part of this warm and quickly-
flowing current of humanity.

But it was not a cheering
sight. It typified too plainly
what seems sometimes to be the
purposeless passing of man
across the world's stage. Here
were thousands of men and wo-
men who had finished their day's
work but could find no better
way of spending their newly-
won leisure than in walking up
and down a noisy and unat-
tractive street.

I went into a restaurant,
and was cheered there by
an incident which at least sug-
gested that there was some pos-
sibility of finding traces of a cer-
tain idealism in Manchester.
There was a girl singing from the
gallery, and I noticed what I
have noticed in no other place—
that till the song had come to an
end the sordid business of eating
was suspended. No waitress
moved while the girl in the gallery
sang. To get a chop one had to
wait quite properly till she had
finished singing about love.
And it seemed to me that if
Manchester had this respect for
music, one might be justified in
expecting to find traces of a wider
idealism in the city's life.

"If you want to discover the
new world," said a man sharing
my table, "why not go up to the
Grammar School? They've got
crowds of idealists there, from
Paton, the headmaster, down-
wards." So I went along in the
morning. Unluckily Mr. Paton
was in London, but I saw another
master.

He seemed rather to doubt if
the senior boys had learnt much
from the war, and had no definite
idea of the sort of world they
wanted, but he thought that
much might be done to influence
them in that direction. He
himself was teaching history in
the new way, which gives little
encouragement to conventional
Imperialism, and he suggested
that branches of the League of
Nations Union might well be
formed in every school. But he
could report no marked revolt
against the institution of war.

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TRIALS OF YOUNG STATES.

A PLEA FOR
PATIENCE.

President Masaryk paid a visit
to the Jan Hus Regiment of
Czechoslovak Legionaries in
their barracks at Prague on
March 25.

In the course of an address on
questions concerning both the
Legionaries and the Czechoslovak
nation and State in
general, he remarked that there
was a great difference be-
tween carrying out a political
revolution and a social
one. A political revolution
which overthrew dynasties with
all that depended on them was
not so difficult a matter; it could
be done overnight, and of that
they had examples from history.
But to carry through a social
revolution was quite a different
thing. It meant a change of
labour, a change of life, not only
the removal of certain sections of
society.

The social revolution (the Pre-
sident proceeded) was not merely
a question of change of owner-
ship, a simple matter for which
they had the power; the real
question was, how would the
land be cultivated, who would
cultivate it when it had been
distributed, and what means
were there for cultivation,
since the war had destroyed
nearly everything they had?
What was needed was to provide
the possibility and the means of
work. It was not sufficient merely
to want land. The position was
the same as far as industrial
affairs were concerned. The
point at issue was that of new
forms of labour and not merely
of ownership. What they must
aim at must be to achieve some-
thing higher by means of the
revolution. The State as a whole
must pass through the process of
social revolution.

"You had your experiences in
Russia," the speaker added, "and
you saw what happened there.
You say that you have been dis-
appointed. I have been keeping
watch for nearly 18 months, and
have been expecting all my en-
deavours to try and get us clear of
this 'Austrianism' or whatever
you like to call it. Be fair in
your criticism; our State is little
more than a year old. The English
State is 1,500 years old a period of
unshaken continuity. That is quite
a different thing from our State,
which we are only just beginning
to develop. Therefore I say that
we must first have a few years
behind us for foundations to be
made stable. The same facts are
to be observed everywhere, even
in the countries which were vic-
torious, and in the neutral coun-
tries. Everywhere you will find
high prices and lack of materials,
as well as moral degeneration. The
war was an anarchy, and it
produced the same effects every-
where. You must observe calmly,
therefore, and not indulge in
wholesale accusations when you
criticize."

which staff officers adorn their
breasts. I hope Lord Cavan will
refuse to modify his report. A
single clasp is worth more than
all the stars in the world.

British troops who happened to
be stationed in India when the
war broke out came off worse
than any others as regards
medals, for they are not eligible
for a single medal yet sanctioned.
Those who were engaged in the
operations on the Afghan frontier
will, I hope, get a medal of some
kind, but other troops who did
not reach the frontier will come
home without any ribbon at all.
It is possible that the home
service medal when finally
approved will be made applicable
to these troops, as, though not
fortunate enough to get to the
front, they did a lot of war work
in looking after the security of
India.

NOTICES.

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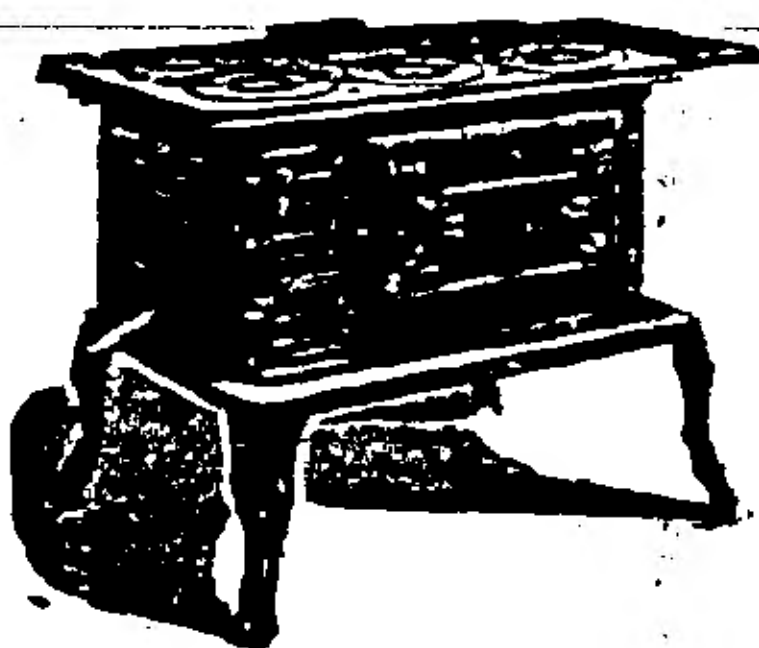
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AZ French edition.THE COMING HOT DAYS WILL CALL FOR
REFRESHING BATHS.

WE ARE NOW CARRYING LARGE STOCKS

OF

HIGH QUALITY BATH SOAP

EAU DE COLOGNE,

AT ATTRACTIVE PRICES.

THE COLONIAL DISPENSARY

14, Queen's Road Central,
Tel. No. 1877.THE BRIGHT FRESH EYES OF YOUTH
CAN BE YOURS AGAIN BY THE USE OF
CROOKES' GLASSES.

N. LAZARUS.

OPHTHALMIC OPTICIAN.

Prescriptions accurately filled.

28, Queen's Road Central,
HONGKONG.DISORDERS AT EDUCATION
MEETING.CHAIRMAN HOWLED DOWN
TEACHERS.

A considerable section of the audience of members of local education authorities, managers, and teachers at the Kingsway Hall, London, recently displayed a marked aversion to the chairmanship of Sir Cyril Cobb, M.P., who was presiding at a meeting organised to hear an address on the development of elementary education by the Minister of Education (Mr. H.A.L. Fisher).

The arrival on the platform of the Chairman and Mr. Fisher was the signal for a demonstration of disorder. To the tune of a familiar chorus a large section of the audience chanted "Sit down, sit down; we won't have Cobb." The Chairman stood at the table for some time, but there was no sign of an abatement in the disorder, and when he at last succeeded in making himself heard above the din he was merely allowed to say, "I am only here, this morning, ladies and gentlemen," when the volume of disorderly interruptions was increased.

Eventually the Bishop of London stood up, and was accorded an enthusiastic reception, but when this subsided the Bishop could not get very far owing to other remarks from the audience to the effect that they "did not want Cobb" and "Take the Chairman off."

The Bishop of London, having restored order to a certain extent, commenced: "My good friends, my fellow-Londoners, let's have fair play. (Applause greeted this observation, and also voices shouting "That's what we want. We have not had it.") All the Chairman wishes is to introduce Mr. Fisher. (Cries of "He shan't," and general disorder, culminating in the shout, "We won't have him.") You have come here to hear Mr. Fisher, not Cobb. Send Cobb home."

When it appeared that a hearing would be accorded the Minister of Education, Sir Robert left the platform and proceeded to the ante-room, where Mr. Fisher went when he left the platform.

Upon his return Sir Robert spoke to the Chairman, who announced to the meeting, "Mr. Fisher has gone."

Immediate general disorder and shouting pandemonium prevailed, cheers, hisses, and considerable booing continuing until the occupants of the platform had left the building and the meeting was assumed to have concluded. The scene lasted altogether fifteen minutes.

PROTEST SPEECHES.

Although Sir Robert Blair had declared the meeting at an end the audience remained, and Sir Robert then appealed to all that section of the audience who did not wish to demonstrate to leave the hall. "If the demonstrators care to deal with me afterwards," he said, "they can."

Two of them pushed their way to the platform with the object of stating their case, but Sir Robert Blair declined to allow them to come on to the platform, whereupon there were cries of protest from the body of the hall. "We object to being called Sir Cyril Cobb's teachers," said

INCENSE AND CANDLES.

BISHOP'S OBJECTIONS TO
VICAR UPHOLD.

Judgment was given for the Bishop of Manchester recently in the case in which objection had been taken by him to the institution of the Rev. S. Carey, Vicar of St. John's, Foston, Gosport, to the living of a church in Salford. The patron of the living who brought the action against the Bishop was Sir Jocelyn Gore-Booth, of Sligo.

The Bishop's objection to the clergyman was on the grounds of the following illegal practices, which the Vicar admitted, and refused to discontinue:

Reservation of the Sacrament.
Ceremonial use of incense.
Lighting of candles on or above the communion table, which were not required for purposes of light.

Wearing of the chasuble and alb.

Mr. Justice Coleridge held that all these were illegal practices, except the last, in regard to which he would pronounce no opinion. The clergyman, having admitted the habitual use of these practices, and having refused to discontinue them, was not a fit person, and the Bishop was not bound to institute him, but had a right to institute his own nominee.

There was no order prescribing or permitting reservation in the Prayer Book, and it had not been authorised by any lawful authority. The ceremonial use of incense was not prescribed in the Prayer Book, and was neither an ornament of the church nor of the minister. The same arguments applied to the question of the candles.

Judgment having been entered for the Bishop, with costs, a stay of execution was granted with a view to an appeal.

one of them. "We wish this to be an emphatic protest to Sir Cyril Cobb, and this is only a beginning. We won't stand any more from him. We apologise to those ladies and gentlemen who have come here to hear the Minister of Education, but we do not apologise to Sir Cyril Cobb." (Cheers)

Another speaker, who said he was a London schoolmaster, said, "We came to protest against Sir Cyril Cobb taking the chair. He has spoken recently about his teachers. He said that he knew them too well and that they would not strike. Sir Cyril Cobb does not know what they will do yet."

Eventually the meeting dispersed with cheers for Mr. Fisher and groans for Sir Cyril Cobb one of the demonstrators shouting "Put that in the press."

Discussing the meeting with an L.C.C. teacher afterwards a Press Association representative was told: "The meeting ought never to have been called. They know perfectly well the feeling existing among teachers."

THE WAY OF YOUTH.

A man, charged with "insulting behaviour" by his son, complained to the Clerkenwell magistrate recently that his boy spent every spare moment away from home. "Is he courting?" asked Mr. Symmons. "Yes, sir," said the father, "and he passes me by as if I were nothing." "Worse than that," Mr. Symmons, "as if you were a nuisance. You have my sympathy. Millions of fathers have been through it since the world began. The little birds fly from the nest and forget the old birds who brought them up." "It makes you wild," said the father. "It does," agreed the magistrate. "We've all been through it." The father was bound over to be of good behaviour.

A GREAT DRAW.

THE CINEMA IN THE
FAR EAST.

Hilda M. Love writes from Siam to the *Daily Mail*:

Charles Chaplin rules the risible muscles of the East, even as he does those of the West. He is the comic king of the Celestials. His poster outside a Chinese picture palace is as great a draw as his electrically lighted figure in the Strand. The children imitate him in their games just as the Western youngsters do, begging for coins to go to see their idol.

Sentiment on the film is received in comparative silence by the Chinese, but a night, a motor-car, or horse brings the hall to its feet with yells of delight. When the villain is practising stealthy craft a low growling hiss greets his efforts, often a hiss of pure enjoyment, that the fight, the struggle—whether it be the heroine or the hero who participates—is their greatest joy, and to the newcomer their blood-curdling, deep-drawn bay of excitement is not exactly pleasant hearing.

War pictures a year or so out of date—and almost always American—still appear, the armistice celebrations in New York being the latest instalment.

The orchestra makes no attempt to adopt itself to the action or theme of the screen. It is a thing of fear and wonder as it wanders through pigskin rag-time and Scottish airs, braying with all its force, at the wrong moments, relying solely on noise of attention.

Garishly decorated are the interiors of the cinemas, making a lurid setting for the startling colours worn by the spectators, who represent practically every race of the East. Chinese women are there with their little smug-faced babies, while among the Europeans in the gallery sit the more genteel Celestials with their great flashing diamonds.

It has even ousted the once popular Wai Ang, that ancient form of open air theatre given for the free enjoyment of the populace by some wealthy Chinese merchant on the completion of an extra good business deal.

But in these speedier times the Chinese wearies of Wai Ang dramas that last for a week, a whole evening instalment taking place with hardly any movement on the part of the richly garbed painted boys in women's roles, who shrilly sing the hours away with high falsetto voices.

Evidently it is the fashion to bring one's war trophies into publicity on such an occasion, for one sees a Chinese with a couple of shell cases placed ostentatiously on the small table before him, or a Siamese woman, seated beside a returned warrior, proudly twirling a German helmet on her raised hand during the interval.

The cinema has won first place among all Eastern entertainments.

Far more is the Chinaman attracted by the lurid posters that invite him to see the "powerful, amazing, gripping, suspenseful play 'The Parisian Tigress,' a story of smiles and tears, massive acts, gorgeous gowns, stupendous thrills, love, hate, and beauty. Also big scenes and big fights, both personal and mob." Especially when this is followed by the fifteenth episode of "the smashing serial 'Harem and Hokum,' a picture with a beautiful story fit to appear as the principal feature!"

Up to the remote river villages the cinema penetrates, travelling by junk into the interior. In the darkness its semi-naked eager audience squat on their brown haunches on the earth, while the hoarse croaking of the nightjars and the shrill singing of insects in the surrounding jungle make a strange orchestra for the old English story of "Comin' Through the Rye."

NOTICES

LANE, CRAWFORD & CO.

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GOWNS
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MISSES AND CHILDREN'S
CLOTHING AND SHOES.

ICE HOUSE STREET

AND

CHATER ROAD

TELEPHONE 1741.

Watson's

HYGIENOL

A powerful disinfectant, germicide and
deodorant.Extremely economical in use most effective in operation.
Price Per Pint 60cts. Per Gallon 52 25.

A. S. WATSON & CO., LTD.

HONGKONG DISPENSARY.

SUMMER DISPLAYS

AT

WHITEAWAYS
NEW DRESSES
NEW BLOUSES
NEW HATS.We are now Showing a Splendid
assortment of Ladies Ready-to-
Wear dresses in Muslin, Voile,
Silk, etc.

Price from

\$5.75 to \$22.50.

READY-TO-WEAR BLOUSES

in the latest styles, New
Jumpers, etc. etc.

\$3.75 to \$12.50.

READY-TO-WEAR SUMMER
SKIRTS.

Good Washing Material

\$3.75 to \$9.75.

READY-TO-WEAR CHILDREN'S
SUMMER DRESSES.
OVERALLS, ETC. ETC. All Sizes.

\$1.75 to \$4.50.

NEW READY-TO-WEAR HATS.

A large and varied stock of all the latest in smart hats
for present wear, at extremely reasonable prices. Call and
inspect.

\$2.75 to \$12.75.

NEW VEILINGS AND NEW NECK WEAR

WHITEAWAY, LAIDLAW & CO., LTD.

20, Des Vieux Road Central,
HONGKONG.

FOR PHILATELISTS.

FIRST ARMENIAN STAMPS.

Now that the Republic of Armenia has received the formal recognition of the Paris Conference, a national post office has been established. The first examples of Armenian postage stamps have reached London from Erivan in the guise of a tentative set of Russian adhesives converted to local use by means of a hand-stamped overprint in Sanskrit characters, "H.P." representing "Hayagan" (Armenian) Post, enclosed in an upright frame. The stamps thus treated comprise 15 denominations, from 2 kopeks to 10 roubles, in the Arms type of Russia, 1902-11, the imprint existing in two types, viz., large and small. A surcharged provisional 60c. on 1 kop. is included in the series, which is composed partly of perforated and partly of imperforate stamps. In the first instance the overprint was applied in violet ink, but as this did not show up distinctly enough on some of the stamps it was abandoned in favour of black. The issue is said to have been current for a few days only, and has already been superseded by stamps of definite design, printed in Paris. Certain values of the provisional series exist only in very limited numbers, as few as 200 copies of high values having been prepared.

The neighbouring Caucasian Republic of Georgia has been provided with some additional high-value postage stamps, supplementing those in kopeck denominations introduced last year. Inscribed "Republique Georgienne," lithographed in large format, and perforated, the new 2, 5, and 10 roubles stamps bear a vignette of the figure of a young girl wearing a white coil, seated, with her right hand supporting a slender lance, and her left resting upon a shield emblazoned with the national arms of "La Georgie" (St. George crossing the Black Mountains).

GERMAN AND FRENCH ISSUES. A new 30pf. postage stamp in the design of the 25pf. of the National Assembly issue has been issued by the German post-office, printed in orange and lilac. A jury composed of 23 eminent artists and designers has been appointed to select from among the numerous entries in the national competition the most suitable designs for the new general postage-stamp series of the Republic.

Changes in the designs of the French postage-stamps from 50 centimes to 5 francs are to be foreshadowed, and it is probable that new denominations may be introduced at the same time. On the other hand, in view of the delay which has occurred since the project was first put forward, all idea of creating a series of Victory commemorative stamps has now been abandoned.

A third design has been incorporated in the latest Bavarian postage-stamp series. It was used for the values 50, 60, and 70 pf., and shows the figure of a husbandman sowing seed. The Bavarian stamps will cease to circulate on April 1, when the post-offices of Bavaria and Wurtemberg will be absorbed in the general German postal organization.

To commemorate the final ratification of peace with the Allied Powers, the Hungarian Government caused 25 values of the contemporary postage-stamps to be overprinted with the device of a sheaf of corn on the "low values," and two ears of corn on the high, together with the date "1919." A new series of postage due stamps is also appearing here.

ROYAL SOUVENIRS.

The arrival of the Prince of Wales at Barbados coincides with the appearance of the new Victory stamps of the Colony. As hon. president of the Royal Philatelic Society, the Prince is keenly interested in stamp-collecting matters, and will doubtless gather many interesting philatelic mementoes of his tour. It is even possible that special stamps may be created, as was done for King George when as Duke of York he touched at the island of Trinidad in 1891. Four sets only, of seven contemporary stamps of the Colony, were on that occasion surcharged "21," and presented to the Royal philatelist as a souvenir of his visit. A set of these Royal souvenirs, which, by the way, were never issued to the public, sold at the Red Cross stamp auction a year or two ago for £52.

Mr. Frederick J. Melville, president of the Junior Philatelic Society, has just compiled the first des-

EXCHANGE.

(Opening Rate closing Rate on Page 1.)

SELLING.

T.T.	4.75
Demand	4.75
30 d/s	4.75
60 d/s	4.75
4 m/s	4.75
T/T Shanghai	Nom.
T/T Singapore	175
T/T Japan	156
T/T India	192
Demand India	192
T/T San Francisco	77.4
& New York	77.4
T/T Japan	199
T/T Marks	Nom.
T/T France	11.90
Demand Paris	—

BUYING.

4 m/s L/C	4.75
4 m/s D/P	4.75
30 d/s L/C	4.75
30 d/s Sydney and Melbourne	4.75
30 d/s San Francisco & New York	79.6
4 m/s Marks	Nom.
4 m/s France	12.50
6 m/s France	12.70
Demand Germany	—
Demand New York	77.4
T/T Bombay	192
Demand Bombay	—
T/T Calcutta	192
Demand Calcutta	—
Demand Manila	180
Demand Singapore	175
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	—
Sovereign	4.85 Nom.
Gold leaf per Tael	33
Bar Silver, ready	58.1
forward	57.4
Bank of England rates	—
New York/London	3.81 1/4

SUBSIDIARY COINS.

H'kong 50 cts. pieces	\$2.50 dis.
10	\$2.50 dis.
5	\$9.10 dis.
Canton sub-coins	\$4.35 dis.

EASY DIVORCE.

NEW YORK REACTS TO PROTEST.

New York, March 25. —An interesting contrast appears between the present agitation in England to extend the grounds of divorce and the opinions expressed at a Lenten service by the Rev. Dr. William M. Manning, Rector of Trinity Church, New York, the wealthiest Anglican parish in the United States. Dr. Manning strongly advocated a federal law governing all divorce actions, and demanded the cessation of easy divorces and the abolition of the conditions obtaining in certain States, such as Nevada, where divorces may be had with comparative ease in six months' time. Declaring that the subject was most pressing, Dr. Manning, himself a native of England, said: "Our present system of easy divorce, is, in some respects, less moral than polygamy. He added that many so-called marriages amounted to nothing less than legalized free love. In some States (he said) the grounds for divorce are such that the marriage relation is terminable at will. Such a bond is not a foundation upon which civilized society can endure. To say that men and women are to live together only till the time when with legal sanction, they separate to form new alliances as often as they please, means practically to abolish marriage and substitute a system of legalized free love. This is the situation which as a nation, we have reached. From my own ministerial and pastoral experience, I am convinced that if the divorce courts were abolished, an overwhelming majority of those seeking divorces would find it possible to live together with reasonable contentment, and many would find full happiness and the reward of faithful married life. The pastor quoted statistics showing that the number of divorces in Manhattan Island alone in 1919 exceeded those of the previous year by 50 per cent.

tailed catalogue of area stamps. It describes, with illustrations, all the special postage stamps issued up to date for use in franking letters for transmittal by air post. There are also stamps from Austria, Canada, Colombia, Germany, Hungary, Italy, Japan, Newfoundland, Tunis, and the United States.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 21st. May, 1920, commencing at 11 a.m. at their Sales Rooms, Duddell Street

(For account of the concerned) 1717 bags ANTIMONY ORE (Stored at Kowloon Godown) 1730 bags ANTIMONY ORE (Stored at West Point Godown) (total weight 3712 piculs) Inspection orders can be had from undersigned

Terms: Cash on delivery. LAMMERT BROS. Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Monday, the 10th. May, 1920, commencing at 11 a.m. at their Sales Rooms, 6 Duddell Street:

5 cases Soft Soap
6 bags Soda Ash
1 Bacon Slicer
2 cases Imitation Vermillion
9 barrels Ship Varnish
8 drums Bright Red Anti-fouling Composition Paint
1 case Pickles
4 cases Jelly

Terms: Cash on delivery. LAMMERT BROS. Auctioneers.

PUBLIC AUCTION.

By order of the Mortgagees Mr. Geo. P. Lammert has received instructions to sell by PUBLIC AUCTION on

FRIDAY The 21st day of May, 1920, at 3 p.m.

at his Sales Room, Duddell Street, Victoria, Hongkong.

The following valuable Leasehold property situated at Victoria in the Colony of Hongkong, viz.: ALL THAT piece or parcel of ground situate at Victoria aforesaid and known and registered in the Land Office as SUBSECTION 1 of SECTION C OF INLAND LOT No. 147 Together with the messuage erected thereon known as No. 20 Aberdeen Street, Victoria aforesaid. Term 999 years created by a Crown Lease dated the 16th day of June 1898. Proportion of Annual Crown rent \$8.50. Area about 952 Square feet.

For further particulars and conditions of sale apply to JOHNSON STOKES & MASTER Prince's Building, Ice House Street, Hongkong or to Mr. GEO. P. LAMMERT, The Auctioneer, Hongkong, 7th May, 1920.

COMMERCIAL NEW.

AUSTRALIA'S PRECIOUS METAL. Among the most valuable minerals in the world, more precious either than platinum or gold, is Osmeridium, now being mined in Tasmania, according to reports just received from Hobart. Tasmania is the only region outside of Russia where these deposits have been found "in situ," and it is said to yield £40 per ounce. According to references to this metal in the Mines Office in Colombo, its value consists mainly in the fact that it is capable of being tempered to a very great hardness, providing points for pens and serving purposes that can be effected by no other metal. The product occurs in grains and also in powder. Means have been discovered for utilizing the latter as well as the former. This does not appear to be a new discovery in Australia, however, the report of the Chief Inspector of Mines for 1912 showing a production of 779 ounces at a total value of £5,742. In 1911, 272 ounces of the metal were produced. The first discovery of this metal in Australia was apparently in New South Wales.

NEW ADVERTISEMENTS.



MILKMAID
STERILIZED
NATURAL
MILK (COLORED LABEL)
POURS
OUT OF THE TIN

PACKED BY NESTLES
IN TWO SIZES
1/2 pint 1 pint
OBTAINABLE EVERYWHERE

NOTICE.

REPULSE BAY HOTEL.

THE MISSES DE VINE AND TERREY SOCIETY ENTERTAINERS will introduce

HARMONY AND SONG at the usual TEA DANCING AND DINNER DANCE to be held on

SATURDAY, MAY 15th. SUNDAY, MAY 16th. Orchestral Concerts during Tiffin and Afternoon.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 19th. May 1920 commencing at 11 a.m. at their Sales Rooms, 6 Duddell Street.

100 cases Salamander U.V.P. Brandy
10 cases Three Star Brandy
20 cases MacLaren's Dry Gin
20 cases Old Tom Gin
20 cases Merveille's Peppermint
20 cases Sherry
7 cases Jamaica Rum
5 cases Burgundy
2 cases Creme de Menthe
2 cases Angostura Bitters
12 cases Biscuits

Terms: Cash on delivery. LAMMERT BROS. Auctioneers.

THE Undersigned have received instructions from Messrs. Johnson, Stokes & Master to sell by Public Auction on

Tuesday, the 18th May, 1920, commencing at 3 p.m. at their Sales Rooms, Duddell Street.

The Steamer "DAGMAR" as she now lies in the Menam River, Bangkok, with all her machinery, gear and appurtenances etc.

1457 tons gross Reg. 921 tons net Reg. 1899 tons deadweight capacity on 17 feet mean draft Speed 10 knots

This steamer went ashore in the Gulf of Siam, was salvaged, and towed to Bangkok, where she was dry-docked and patched up.

Inspection orders on application to the East Asiatic Co. Ltd., Bangkok.

The steamer to be at purchasers risk after fall of hammer, when purchase money is to be paid. For full particulars apply to LAMMERT BROS. Auctioneers. or Messrs. THORESEN & CO. Hongkong.

NOTICE.

HONGKONG CRICKET CLUB.

TENNIS TOURNAMENT. Final of Championship Singles. Final of Championship Doubles. Challenge Round of Championship Singles.

RESERVED SEATS to witness these matches may now be booked with Messrs. Moutrie & Co. Price 5s each.

There will be a limited amount of Standing Room, entrance fee to which will be 50 cents each. Dates of above matches, subject to weather conditions, 18th, 20th & 25th May.

Hongkong, 14th May, 1920.

A COMPLETE ERATED WATER PLANT FOR SALE.

THE HONGKONG ELECTRIC COMPANY LIMITED.

Notice is hereby given that the Thirty-First Ordinary General Meeting will be held at the Company's Offices, St. George's Buildings, on Saturday, 22nd May 1920, at 11.30 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 29th February 1920, and electing Directors and Auditors. The Transfer Books of the Company will be closed from the 15th to the 22nd May 1920, both days inclusive.

By Order of the Board of Directors, GIBB, LIVINGSTON & CO. Agents. Hongkong, 4th May, 1920.

NOTICE. It is hereby notified that on the 21st May, at the Treasury of Macao, at 3 p.m. tenders are invited by verbal competition for the Monopoly of Opium, for the period of three years, commencing from 1st August 1920 to 31st July 1923.

All the terms and conditions for the tender can be obtained on application at the Portuguese Consulate in Hongkong, or at the Treasurer's Department in Macao. PLINIO TINOCO, Treasurer. Treasurer's Office of Macao, 22nd April, 1920.

NOTICE. The following valuable leasehold property situated at Victoria in the Colony of Hongkong viz.: All that piece or parcel of ground situate at Victoria aforesaid and registered in the Land Office as Inland Lot No. 346 together with the messuage erected thereon known as No. 15 Mosque Street, Victoria aforesaid. Term 999 years created by a Crown Lease thereof dated 11th April 1855. Annual Crown Rent \$1.24. Area 1,440 square feet.

For further particulars and conditions of sale apply to JOHNSON, STOKES & MASTER Prince's Buildings, Ice House Street, Hongkong. Solicitors for the Mortgagees, or to Messrs. LAMMERT BROS. The Auctioneers. Hongkong, 14th May, 1920.

NOTICE. THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE 43, Bonham Road. Opposite the University. Tel. No. 732. P.O. Box 593. Principal.

JOHN P. JONES, B.Sc., M.E. Min. The Institute affords Special Preparation (Class and Private, Day and Evening, Oral and Correspondence) for University Matriculation and Degree Examinations.

New Session has now commenced. Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations. Private tuition can also be had in these subjects. Prospectus on application.

NOTICE. THE 3rd GYM KHANA MEETING of the season will be held at HAPPY VALLEY on SATURDAY, the 15th inst. commencing at 3.30 p.m.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club. Soldiers and Sailors in uniform Half Price. The Committee invite the Ladies of Hongkong to be present.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THREE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES. REPLIES AWAIT BOX No. —

WANTED.

WANTED.—A small house, or three or four rooms. Apply to Mr. H. Ohta, P.O. Box 540.

TO BE LET.

TO LET.—Furnished "Brookhurst" No. 129, The Peak for 3 months from 1st June next, apply to Jardine, Matheson & Co., Ltd.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 51st ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, on FRIDAY 21st MAY, 1920 at 12.30 p.m. for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December 1919 and of declaring Dividends etc.

The TRANSFER BOOKS of the Company will be CLOSED from 8th May to 31st May, both days inclusive.

By Order of the Board, C. H. P. HAY, Deputy General Manager. Hongkong, 4th May, 1920.

NOTICE.

THE HONGKONG ELECTRIC COMPANY LIMITED.

Notice is hereby given that the Thirty-First Ordinary General Meeting will be held at the Company's Offices, St. George's Buildings, on Saturday, 22nd May 1920, at 11.30 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 29th February 1920, and electing Directors and Auditors. The Transfer Books of the Company will be closed from the 15th to the 22nd May 1920, both days inclusive.

By Order of the Board of Directors, GIBB, LIVINGSTON & CO. Agents. Hongkong, 4th May, 1920.

NOTICE.

BRITISH TRADERS' INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS. NOTICE IS HEREBY GIVEN that the 54th ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, Hongkong, on Friday, 21st MAY 1920, at 12.45 p.m., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December 1919 and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 8th May to 21st May, both days inclusive.

By Order of the Board, C. H. P. HAY, Deputy General Manager. Hongkong, 4th May, 1920.

NOTICE.

HONGKONG GYM KHANA CLUB.

The 3rd GYM KHANA MEETING of the season will be held at HAPPY VALLEY on SATURDAY, the 15th inst. commencing at 3.30 p.m.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club. Soldiers and Sailors in uniform Half Price. The Committee invite the Ladies of Hongkong to be present.

THE WAR PROFITS TAX.

MANCHESTER CHAMBERS' VIEWS.

The Manchester Chamber of Commerce, together with representatives of other Lancashire Chambers, gave further consideration recently to the proposal to levy a tax on increases of wealth during the war. At a similar meeting in Manchester three weeks before, Lord Colwyn, chairman of the Royal Commission on the Income Tax, said that he considered such a levy perfectly fair and reasonable; and although the general opinion of that meeting was obviously different, the resolution finally adopted was a comparatively mild recommendation that taxation of current profits and current income, and not the confiscation of capital should be the means employed to reduce the National Debt, apart from existing duties and taxes.

At yesterday's meeting, in the absence of Lord Colwyn, the speakers were unanimous in their denunciation of the proposed levy, and the following resolution was passed without opposition:—

That this meeting, consisting of representatives of Bolton, Burnley, Bury, Liverpool, Manchester, Oldham, Preston, and Warrington Chambers of Commerce, considers:—

(a) That the proposal to levy a tax on increase of wealth during the war, is both unsound in principle and impracticable in operation. The proposal is disturbing the confidence of traders throughout the country and checking the expansion of British trade.

(b) That, apart from the existing duties and taxes, further revenue, which is recognised as needed for reduction of the National Debt, should be provided gradually by taxation of current profits and current income, and not by confiscation of capital, which is so necessary for the maintenance and development of industry.

"A SHOCK TO CONFIDENCE."

The resolution was moved by Mr. Edwin F. Stockton, president of the Manchester Chamber, who repeated the arguments he had already advanced against the proposal. Since the previous meeting, he said, he had been besieged with letters from various trading sources, in addition to many personal interviews. In every case the gravest alarm was expressed at the seriously damaging effect upon trade which was already being caused by the mere discussion of the proposals before the Select Committee of the House of Commons. This further meeting had therefore been called in order to make an emphatic protest against suggestions which were generally believed to be not only unsound in conception but impracticable in operation. They would cause irreparable chaos and damage to trade and entirely disorganise the whole business community. If the members of the Select Committee were to pay a visit to the Manchester Royal Exchange at the present time they would readily see how severe a shock to the confidence essential to trade had already been dealt, and he did not hesitate to say that the feeling of uncertainty brought about by these proposals was a grave menace to the maintenance and development of commerce.

To attempt to extract capital from trade and industry under the changed conditions now existing would bring about all sorts of difficulties. Production would be considerably reduced, our export trade would be restricted, and serious unemployment in every branch of industry would inevitably result. The great rise in prices

had naturally employed all available capital, and to deprive traders of any portion of this would operate harshly. It had been stated that certain people had amassed, by various speculations, huge fortunes as a direct result of the war. If these speculators could be relieved of their easily-gained wealth without the risk of inflicting injustice to the mass of traders no business man would complain, but under no consideration could they afford to risk the prospect of so damaging the interests of trade as would inevitably happen under the present proposals.

OBJECTIONS BASED ON GREED.

The motion was seconded by Mr. J. P. Rudolf, vice president of the Liverpool Chamber of Commerce, which, he said, had previously passed a similar resolution. Alluding to the Board of Inland Revenue's estimate that the values in the hands of individuals had increased by £1,000,000,000 during the war, he observed that although on paper that might be true, everyone knew that the currency to-day was worth in goods only about half its pre-war value. To suggest that the nation was worth £1,000,000,000 more in 1919 than before the war was absurd. But assuming it to be correct, what would be the advantage of the suggested levy? If the £1,000,000,000 which might be raised were left in the hands of the trading community it would probably bring at least 10 per cent. or £100,000,000 a year. Of that amount £50,000,000 would probably be returned to the Government in the way of taxation and revenue. In other words, the sum obtained by the levy would be almost offset by the revenue that would be lost each year. Further, that money in the hands of the trading community would become considerably more in a short time and the profit to the nation after a few years would probably exceed anything which it could gain by the capital levy. (Hear, hear.) Such a levy, he considered, would have very little effect in the direction of reducing prices.

After several speakers had supported the resolution Mr. Harold Briggs, M.P., said that the feeling of the House of Commons was that Lancashire had been making very big profits out of the war, and the House was apt to think that the expressions of opinion from the chambers of commerce were really based on greed. He wanted this meeting to show that it was not a question of greed but of method, and that they recognised that they owed it to the country that they who had stayed at home should bear the cost. For that reason the President's resolution, because of the second clause, had his hearty support.

GENERAL NEWS.

BACH AND GRIEG AT 7.

Barbara Mary Beaver, the seven-year-old daughter of Mr. Arthur Beaver, a music teacher, of 173, Osmaston-road, Derby, has a remarkable command of pianoforte technique, and "simply loves" Bach. She developed a surprising vocal gift, and 4½ years ago sang to the wounded soldiers in the Derbyshire Infirmary. At four, she could play by ear such compositions as Schubert's "Melody," Elgar's "Salut d'Amour," and portions of Schubert's "Unfinished Symphony." She began her piano lessons before her sixth birthday, and after a few months' training passed the primary examination of the Associated Board of the R.A.M. and R.C.M. She plays Bach's "Inventions" with a finished touch, and is very happy in her rendering of Grieg's "Lyric Pieces."

HONEYMOONS.

LONG OR SHORT?

"Long honeymoons are a mistake. I have had endless opportunities of watching young couples on their honeymoon. Disillusionment comes long before the second week is over."

Here is the verdict of a country hotel proprietor who discussed the honeymoon question with a representative of the *Daily Chronicle*.

The hotel is in a district of the West Country, popularly known as the "Honeymooners' Paradise."

The happiest guests who have stayed under my roof were the young couples who spent their war-time honeymoons here, "the proprietress went on. "Leave given for marriage rarely exceeded ten days, even in the case of senior officers, and very often it was merely a week-end."

"But these war-time honeymooners were delightfully happy. They have been succeeded by married couples who are returning to the habit of a three-weeks honeymoon."

"And a honeymoon of so long a duration is a mistake. Very soon the honeymooners get bored with each other; I have often noticed how glad they are to join fellow-guests in making up expeditions to beauty spots in the district."

"At the beginning of the honeymoon the young couple long to be alone; but very soon they take the opportunity of escaping from each other's society."

"My experience is that, if the average married couple could be persuaded into candour, they would confess that their honeymoon was the most miserable phase of their joint life."

The manager of a tourist agency said:

"My experience of honeymooners is confined mainly to young couples who want long Continental tours. Before the war it was quite common for a young man of moderate means to spend half his savings on a month or even six weeks' tour of the Continent."

"In that time he took his bride to half a dozen countries, and I imagine the number of young couples who really enjoyed the test of new languages, new food, new conditions and constant travelling must have been smaller than is generally supposed."

"To-day the continuance of passport restrictions and the enormously increased cost of travelling have practically killed the long Continental honeymoon. A week-end at Ostend or ten days in Paris is likely to be the most ambitious dream of the average young couple in the future. And probably the short honeymoon will prove, after all, to be the best."

A woman novelist said: "The bride who wishes to keep her husband's romantic affection never faces the ordeal of much travelling. No woman looks her best after a long sea or train voyage. The seaside wife takes her husband to a jolly little hotel within a hundred miles of home, and cuts the honeymoon down to a very few days."

PASSPORTS TO COST MORE.

From May 1 the fee to be paid for a passport issued in the United Kingdom is raised from 5s. to 7s. 6d. In 1914 the cost of a passport was 2s. Even at 7s. 6d. it is claimed, the cost of a passport in the United Kingdom will still be lower than in most other countries. Passports are issued for two years, at the expiration of which period they can be renewed for 2s., and there is no present intention to increase this fee. Passports are no longer required for the Channel Islands

SHANTUNG NEGOTIATIONS.

FORCEFUL ACTION BY JAPAN FORESHADOWED.

In Chinese official circles it is anticipated that Japan intends to adopt more forceful measures with regard to the opening up of direct negotiations concerning Shantung. China's refusal to do so has already had a bad effect in Japan, and the Government appears to fear that unless China is compelled to settle the question with her direct the government's policy will come in for much criticism and will be pulled to pieces in the forthcoming election speeches.

It was expected that a Japanese communication would be sent to the Chinese Government, but as far as can be learned it has not been delivered although it is anticipated that it might be sent in shortly. A majority of officials are of the opinion, however, that the attitude of Great Britain and other Powers, with reference to the Peace Treaty being revised will have considerable influence on Japan's actions toward this country concerning this question.

It is argued that if the Great Powers set themselves about revising the Treaty there is no reason why the Chinese should not expect that the Shantung award should also be revised. The Chinese who have this view think that it is only natural that the Japanese should try and force this country to come to a settlement before the revision of the Treaty takes place.

They hold that the Japanese have learned since the Peace Treaty was signed that the world has had its eyes opened as to Japanese methods, and to the manner in which she has consistently worked against the interests of this country for the purpose of securing her own personal ends, and for this reason she would be in a very unfortunate position if she had to sit in a conference when such a question was being settled. The attitude of the American Senate, the lifting of the censorship on news, and the many investigations made by independent individuals, have caused such a revulsion of feeling in the minds of the people of Europe and America concerning Japanese activities in the Far East, and resulted in such expressions of distrust and suspicion that Japan has never stood in a worse position in the eyes of foreign people than she does to-day, despite the millions spent on propaganda. It can be easily understood when the above is taken into consideration why the Japanese would do anything to prevent the Shantung award being brought forward by China with a claim for its revision. It is known that the Japanese Minister has approached the Chinese authorities on the subject, but it is claimed that the communication he has presented within the past few days is the forerunner of a much stronger one. Whatever the nature of the communication that was presented, it came up for discussion in a recent Cabinet meeting, when it was decided that no reply should be given to it for the present. It is because of this action of the Cabinet that those in well-informed circles hold the opinion that the "forceful" note of which was sent to the Government from Japan.—Exchange.

SURPLUS NAVAL OFFICERS.

In order to reduce the considerable surplus of officers which exists at the present time in some of the commissioned and warrant ranks of the Royal Navy it has been decided to offer special terms of retirement to officers of these ranks who retire voluntarily within a period of six months.

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UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Tockhap, from Amoy.

Mr. Lin Hsueh Hung, c/o

Tatung (Great Eastern Hotel),

from Peking.

1129, 2639, 6794, 1643, 0934,

0045, 5714, 4545, 1122, from

Shanghai.

Cole, from Shanghai.

Elspim Moileff, from Kobe.

2655, from Amoy.

Lautman, Hongkong Hotel,

from Kobe.

Quanyensang, Kwongshing-

cheung, from Shanghai.

Helena, U.S.S., from Shanghai.

Dohchongpow, Doung Rice

Co., from Shanghai.

Mrs. Woodford, Hongkong

Hotel, from Amoy.

Fukai Maru, from Tokyo.

RF10, Dohchongpow Dahzung

Rice Co., Thirdfloor Chongwai,

from Shanghai.

Wing Lee Company, from

Kobe.

N. LUND

Act. Superintendent.

Hongkong, May 13, 1920.

EASTERN EXTENSION AUSTRAL-

ASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams

lying in the E. E. Telegraph

Office at Hongkong:—

Almeida, from Manila.

Barretto, from Semarang.

Betty Crawford, from Singa-

pore.

Charles Weber Seaman's In-

stitute, from Laoarota.

Decand, from Penang.

Harold Graves Chief Engineer,

c/o U.S. Consul at Olymout,

from Campbidge Mass.

Miss Georgenter Has'a, Astor

Hotel, from Hongay.

Forman Barlow, Hongkong

Hotel, from Richmond Va.

Oswald c/o American Consul,

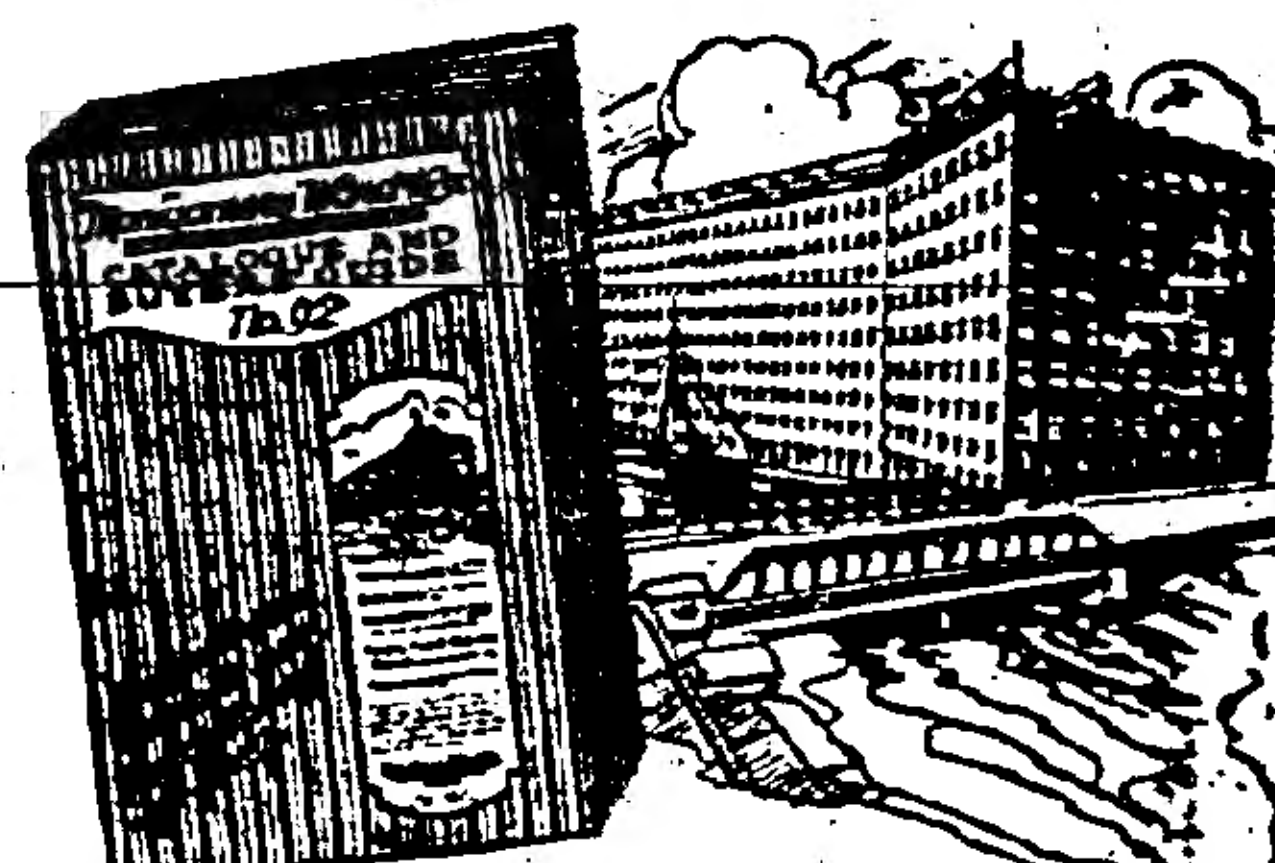
U.S.S. Helena, from Portsmouth

N.S.

D. de H. FARRANT,

Superintendent,

Hongkong, May 13, 1920.



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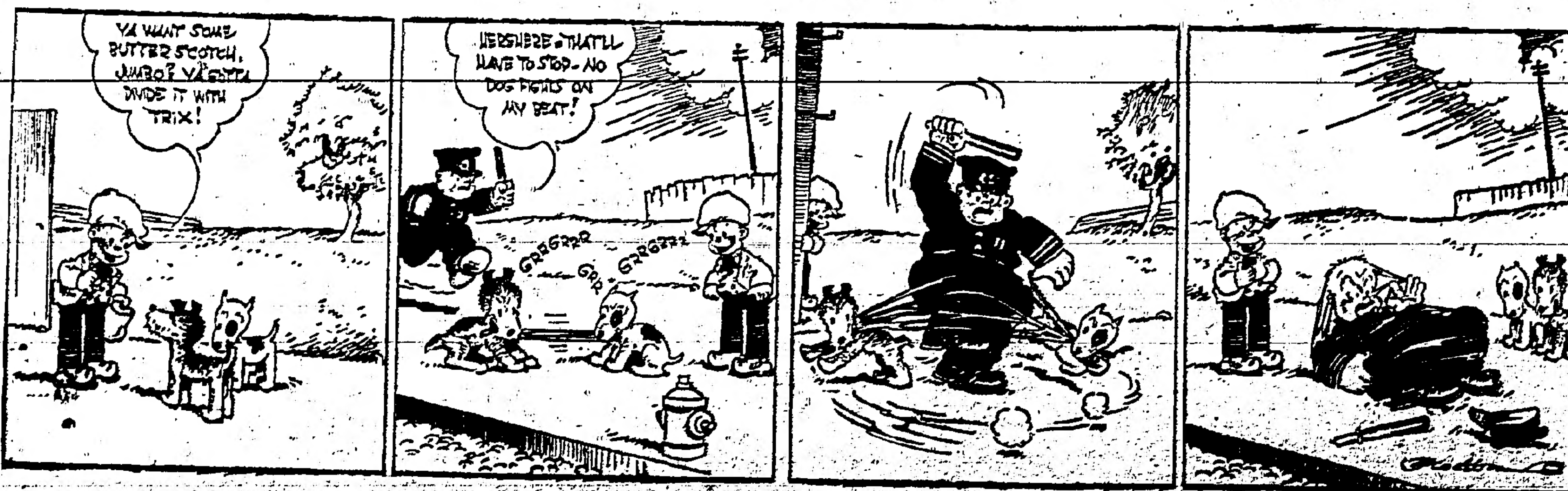
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All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

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The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshing, Canton, who are our agents there.

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 15, 1920.

DIPLOMATIC AND CONSULAR SERVICES

We have become so accustomed to hearing nothing but praise for the American Diplomatic and Consular Services that it comes somewhat as a surprise to read in American papers of a feeling that the nation is not being so well served in this sphere as it might be. It is felt that the whole Department of State, which is one of the most important executive branches of the American Government, needs reorganising, with a view to the attraction of a better class of men into the Diplomatic and Consular Services of the country. It was not very encouraging to the would-be reformers that the Foreign Affairs Committee of the House, under pressure from party leaders for economy, recently cut something like three million dollars from the Department's estimate for the two Services named, but, happily, the Senate refused to concur in the reductions. What is of interest to us is the fact that comment is being made in the States on the circumstance that whilst a policy of curtailment is being advocated there by many politicians, the British Government has materially increased the salaries of its Consular officers and even added to their number, whilst notice is also taken of the fact that in recognition of the importance of gaining foreign markets as a means of economic recuperation, Britain has created the entirely new Overseas Trade Department, whilst France, Sweden and Holland have reorganised their foreign services with a view to developing their commercial opportunities in the period of reconstruction.

One of the sources of trouble in America appears to be that the people do not appreciate the importance of the work of the Department of State in foreign fields. This service is popularly discounted in the public mind; a fact which is no doubt in part due to the indifference of so many Americans to what is going on beyond the limits of the United States. Many people have an idea that the American diplomatic representatives abroad do little else than entertain on a lavish scale and have "a good time" in every way. Similar ideas, we are told, prevail with regard to the Consular Service. One writer says: "Thousands of Americans have derived their ideas of the Consul's duties and general importance from the musical comedy or from the pages of O. Henry, where the Consul always appears as a middle-aged man of the world, in immaculate flannels, whose principal occupation is to stroll along a tropical beach and with grave and philosophical demeanour to discuss matters of no pith and moment." It is notorious also that whenever the Consular and Diplomatic Bill comes up for discussion in Congress there is usually some member ready to sneer at the diplomats and their staffs. On a recent occasion thus spoke one Representative: "It seems to me that if our foreign representatives abroad have got to depend for their influence on the number of pink teas they attend or the number they give we are losing our American viewpoint. I am not in favour of appropriating money to pay either Ambassadors or secretaries or anybody else to put on social stunts and lead the lives of Europeans or other nations that spend money like water."

With regard to the diplomatic appointments, it is said that America exhibits herself abroad officially by means of a system that is perhaps the most undemocratic of its kind in the world, the allegation being that men are chosen for important posts not because of ability but merely if they happen to possess a big banking account. As to the Consular Service, the position is seemingly otherwise, for most of the men employed therein could, it is said, draw double the salaries they now receive if they entered the business world. The knowledge and experience they have obtained abroad would be invaluable to American concerns with a large export business. Before 1914 the salaries of Consuls were sufficient to hold excellent men in the service because of their love of the work. Since the outbreak of the war, however, living expenses have enormously increased and numbers of consular officers are being compelled to seek more remunerative employment. If these statements are true, then it would appear that the time has come for drastic reorganisation. One of the American papers says that young men in England without political or family influence can rise to the highest posts in both the services named. Ability alone counts, it says. We wish we could really believe it.

NOTES & COMMENTS.

HOTEL ACCOMMODATION.

The question of increased hotel accommodation for Hongkong has often been referred to as being something desirable but almost impracticable owing to the dearth of suitable sites. Whether that difficulty will be overcome will remain to be seen, but we noticed a rather interesting item in connection with hotel accommodation throughout the Far East in the *China Times* of yesterday. It stated that the Shanghai Hotels, Ltd., the owners of the Shanghai Palace Hotel, had purchased the Kaleo Hotel and were also acquiring a controlling interest in the Hotel des Wagon-Lits, Peking. It was further stated that this is but part of a scheme for the establishment of a chain of hotels throughout the Far East and later extending into Japan. And so it might come about that Hongkong will receive consideration on the part of this Company. It is a little difficult to see how a new hotel in the central district is going to be provided in these days of high costs, but with the opening up of other sites there should be something quite feasible and commercially lucrative in the idea of another large hotel. Apart altogether from the question of tourists the need of residents is sufficient to ensure full patronage for a hotel that is run on comfortable but not too expensive lines.

THE CONSORTIUM.

It is rather hard for us here in the South to follow the political news of Peking or to give it its full significance, and so it is that we welcome from our Peking correspondent a little note in reference to China's desire to borrow further from foreign Powers. He says: "However much one might wish to see progress being made in the formation of the proposed Consortium to assist China financially, it must be admitted that the impression which Mr. Lamont leaves on the occasion of his departure from Peking is that difficulties still exist in the way of the formation of the Consortium, difficulties created by Japan and by China. Japan, after waiving her claim for the extension of Manchuria and Mongolia from the scope of the operation of the Consortium, has now demanded that railway projects in these two regions should be regarded as within the sphere of Japanese finance only, while China has complicated matters by declining to honour the bearer bonds floated by Germany as her share of the Hukwang Railway loan, arguing that these should be offset against German war indebtedness to this country. China has gone against foreign advice in this matter and she has only herself to blame for the shattering of her credit which has resulted on the London and New York exchanges."

THE QUESTION OF LIQUID FUEL.

If Reuters' cable message to this paper the other day is to be relied upon, there is a growing interest being taken by businessmen at Home in the mineral oil deposits of the Empire, an interest which cannot fail to produce beneficial effects on the several branches of commerce and industry which depend on an uninterrupted supply of liquid fuel for their maintenance. Progress in modern engineering is towards the type of oil-consuming engines, while the boom in mechanical flying will bring an increasing demand. The future position of oil in the vital industries will have the same significance as coal—it will enrich the nation which has an ample supply while contributing in a direct way to defence in time of war. If the aeroplane is the weapon that will completely revolutionise the warfare of the future, it can be safely assumed that the nation is well protected that can obtain an ample supply of liquid fuel for its aircraft within its own borders. Therefore, apart from the financial aspect of the question, the criticism which the businessmen at Home have directed against the reported unfavourable distribution of shares in the oil resources of Mesopotamia is well merited. The proposal has been made to transfer these oil deposits from Government control to various private interests among which aliens are said to predominate. In view also of the report that these oil fields contain as much oil as the United States, hitherto the largest producer, some hesitation may well be forgiven before a controlling share in the syndicate which is to exploit these deposits is given to foreign interests.

DAY BY DAY.

EVERYTHING NEW IS IMPIOUS UNTIL WE GET ACCUSTOMED TO IT.

Yesterday's health return shows one fatal case of plague and one non-fatal occurrence of enteric—both Chinese.

Mr. W. A. Webb, the Assistant Manager of Messrs. Whiteaway, Laidlaw and Co., Ltd., is leaving to-day for Tsingtau on holiday.

His Excellency the Governor has appointed the Hon. Mr. Kemp, K.C., C.B.E., to be Director of the Widows' and Orphans' Pensions during the absence on leave of Mr. S. B. C. Ross.

His Excellency the Governor-in-Council directs that the Standard Oil Company of New York may use in the Colony for a period of six months from the 13th May, 1920, an invention relating to a method of selecting grades of lubricants for internal combustion engines and apparatus for use in connection therewith without prejudice to the Letters Patent to be granted for the said invention.

Mr. F. A. Perry, the Manager of the British American Tobacco (China) Ltd., is leaving for Shanghai by the a.s. Professor, with Mrs. Perry and child, to take charge of the Southern Division of the Company, with his head office at Nanking. Mr. Perry arrived in Hongkong in April, 1908, and has spent six years in the Coast ports of South China. He is being succeeded by Mr. E. O. Drake, who recently arrived from Tientsin. By his genial and kindly disposition, Mr. Perry had gained the respect and esteem of the staffs in Hongkong and the Coast ports, and much regret was felt when the information was received that he was to be transferred. As a token of their respect, the staff of the South China Division presented Mr. Perry with a silver rose bowl and salver. He was given a hearty send-off by a long string of crackers from the office to-day.

HONGKONG TRADE.

CHAMBER OF COMMERCE REPORT.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:—

Cotton Piece Goods, and Fancy Cotton Goods.—With the exchange falling and a decline in market prices, sales of British goods are impossible. Apart from these facts, the market is dull, buyers are conspicuous by their absence. The Japanese financial crisis is responsible for the decline in prices. Japanese firms have reduced their prices as much as 50 per cent. in order to clear their cargo. It is rumoured that weaving firms are suspending work, in order to curtail production and prevent a further fall in prices. Manchester quotations in a few instances are easier, but on the whole the market remains firm. No serious decline is anticipated. The latest cotton price, 26.34, shows a slight rise.

Cotton Yarn.—The depression in Japan continues, and in consequence, business here is limited to urgent requirements only. Our rates show declines of \$20 to \$35 per bale from the prices ruling early last month. Quotations are:—No. 10s. \$200.240. No. 12s. \$212.245. No. 16s. \$250.290. No. 20s. \$275.350. Arrivals 8,000 bales. Sales 1,500 bales. Shipments nil. Unsold stock 6,000 bales. Bargains 14,000 bales.

Raw Cotton.—A small lot of Indian staple changed hands at \$38.00 per picul. Quotations of Indian descriptions are \$37.40 and for Chinese grades \$40.46 per picul.

Woolens.—Market very quiet, practically no business passing.

Metals.—Small sales only. Market lifeless.

Flour Market Report.—Stock: About 240,000 sacks. Quotations:—American Patent, \$3.85 per sack; American Cut-off, \$3.20 per sack; American Straight, \$3.25 per sack; Shanghai Flour 2nd, \$3.00 per sack; Australian No. 1, \$3.25 per sack; No. 2, \$3.00.

Java Sugar.—Market strong and excited in consequence of demand from America.

1895. HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for week ending May 22nd, 1895.)

THE DOLLAR.
May 18th.—The rate of the Dollar, on demand, to-day is 2s. 1-7/8d.

May 18th.—Tommy—"Pa, what's a 'hollow mockery'?" The Pater "A seat on the Hongkong Sanitary Board or a gubernatorial nomination to a seat in the Hongkong Legislative Council, Tommy—I can't understand that." The Pater—"Neither, apparently, can a lot of people who are much older than you, my boy."

THE GAPING RESERVOIRS.
May 18th.—Just enough rain fell here last night and this forenoon to make us wish the Clerk of the Weather would do the "Vanishing Act" or become defunct or something, and make room for Jupiter Pluvius—the much abused friend of rich and poor alike—especially of the poor in this sweet-smelling "Isle of Fragrant Streams."

THE HUNS WIN.
May 20.—In the International Bowling Match between representatives of the Hongkong Club and the Club Germania, the latter won by 641 points. Scores: Germania Club, 10,641; Hongkong Club, 10,000.

FIRE STEAMER.
May 20th.—Last Saturday while cargo was being discharged from the lower fore-hold of the Arratoon Apcar a ball of jute suddenly caught fire, and the flames quickly spread to other cargo in the vicinity. A few buckets of water, very promptly and judiciously applied extinguished the blaze but not before several bales of jute, gunnies, etc. were more or less damaged.

THE THEATRE.
May 21.—The Theatre Royal seems to be a favourite rendezvous for snobs. They frequently invited disaster by interrupting performers and otherwise behaving like common or garden rascals. If the genus in question who behaved like Billingsgate fishwives last night, don't dry their horns, they are pretty sure to find themselves ignominiously "moved out" in the very near future.

NEW PENSION RULE TO BENEFIT WIDOWS.

The Pension Minute contained in the "Regulations of Hongkong 1914" is amended by the addition of the following clause after clause No. 15:—
15a.—1. It shall be lawful for the Governor in Council to award to the widow of an officer who has been killed in the discharge of his duty, or who dies as a direct result of injuries received while on duty or who dies of illness the contraction of which was specifically attributable to the nature of his duties, a pension not exceeding ten-sixtieths of the deceased officer's salary, or \$100 a year, whichever sum is greater.
2. Pensions granted under this clause shall cease on the remarriage of the widow.

THE UNIVERSITY.

COMMISSION OF ENQUIRY.

According to a Proclamation in the Government Gazette, the Governor-in-Council has deemed it advisable that an enquiry should be conducted into the position and working of the University of Hongkong. The following are appointed Commissioners:—
The Hon. Mr. J. H. Kemp, K.C., C.B.E.
The Hon. Mr. E. H. Sharp, K.C., O.B.E.

The Hon. Mr. E. A. Irving.
The Hon. Mr. John Johnston.
The Hon. W. Tso.
The Hon. Mr. Sharp is appointed Chairman, and Mr. N. B. Teesdale, Mackintosh, Registrar of the University, is to be Secretary.
The Commissioners are required to report their findings and recommendations as to the reorganisation required as early a date as possible.

THE CRY FOR MORE WAGES.

COOLIES FOLLOW OTHERS' LEAD.

A number of tradespeople in the Colony have recently received applications from their coolies requesting an increase of 40 per cent. in their wages.

In their applications the coolies pointed out that the cost of living had gone up considerably during the last two years, and that other firms had been the justifiers of the claims of the artisans and others and had granted their men the increase demanded. The coolies, when they found that the applications had fallen on deaf ears, absented themselves from their work. However, the firms affected secured new hands the following day.

A common plea put forward in these applications for increases in wages is the alleged dearth of rice. This is not quite sound, for it is common knowledge that rice to-day is cheaper than it has been for a long time. There are very large cargoes of this cereal in the godowns of the Colony, and in the absence of demand from the consuming centres, namely, America and Japan, prices of the different qualities are steadily gliding down.

ORGAN RECITAL.

The following is the programme of the organ recital to be given on Monday at 6 p.m. in St. John's Cathedral by Mr. Denman Fuller, F.R.C.O., L.R.A.M.:—
1.—Prelude Rheinberger.
2.—Pavane B. Johnson.
3.—Elegiac Romance J. Ireland.
4.—Meditation E. d'Erry.
HYMN 477.
5.—Sketch Tchaikowsky.
6.—Toccata Widor.

MERCHANT MARINE.

CAPTAIN NOTLEY HONOUR-ED WITH KNIGHTHOOD.
Commander Sir Frank Bartlett Stuart Notley, K.C.M.G., M.B.E., whose name appears in the honours list, is the Marine Superintendent of the P. & O. Steam Navigation Co.

His long and interesting career in the mercantile marine began as far back as 1870, when he went to sea as an apprentice in the ship Borealis. In sailing ships he remained, chiefly in the Australian trade, for a period of seven years, then, as a junior officer, in June 1880, entering the service of the P. & O. Company, in which, in July 1905, he attained the rank of commander. In this capacity he had charge, among other ships, of the Plasy, engaged in the Indian transport service, for nearly four years. At the termination of the Medica's commission as a royal yacht, Captain Notley took command of that vessel, remaining in her for six years until his appointment by Lord Inchausti to his present position in January 1917.

His early and prolonged service in sailing ships gave Captain Notley a knowledge and experience of seamanship in its broadest aspect which has become of relatively increasing rarity, as the proportion of British sailing ships has diminished.

Captain Notley's work as superintendent during the later and more strenuous period of the war was not simplified by the fact that P. & O. ships were running under the Ministry of Shipping and had frequently to be attended, overhauled and restored, under conditions of the utmost difficulty, at distant ports on various parts of the United Kingdom coast. This disturbance of routine, involving a considerable amount of hurried travel, imposed a burden of work altogether unusual; and Captain Notley, like the responsible overseers of other great lines, met the unusual strain with a success upon the present recognition of which his numerous friends have been glad to congratulate him. Captain Notley's honour is, indeed, evidence of the vital service which was rendered to the national cause by the mercantile marine and, in that sense, it is warmly welcomed in shipping circles.

It may be added that Sir Frank Notley, who holds the rank of retired commander and the decoration of the Royal Naval Reserve, was for many years a keen and active officer in that branch of admiralty service; and, in that connection, was employed for a time as an officer in the Navy, after successfully taking the usual preliminary courses in the gunnery and torpedo schools. He is 55 years of age.

HONGKONG'S FINANCES.

DECREASED REVENUE AND INCREASED EXPENDITURE.

In this week's Government Gazette is published a very interesting table, showing the Colony's financial returns for the year 1919.

REVENUE.

The Colony's revenue went down considerably. There was an actual receipt of \$16,334,374 as against \$18,665,248 for the same period of the preceding year, or a net decrease of \$2,330,874. The main item under which a loss occurred was that of Licences and Internal Revenue (included in which is the revenue from opium) this producing only \$12,863,334 as against \$15,301,189, or a decrease of \$2,437,855. Another item under which a decrease occurred was Miscellaneous Receipts which was down by \$22,104. There was a decreased revenue from Land Sales, the income being \$353,960, a decrease of \$35,329. Every other item of revenue showed an increase, the main facts being:—

Light Dues, \$74,545, an increase of \$21,728.

Light Dues, Special Assessment, \$33,973, an increase of \$20,867.

Fees of Court, etc., \$1,013,207, an increase of \$99,413.

Post Office, \$460,832, an increase of \$3,306.

Kowloon-Canton Railway, \$490,092, an increase of \$35,818.

Rent of Government Property, \$1,041,431, an increase of \$51,185.

Interest, \$112,799, an increase of \$13,496.

EXPENDITURE.

Whilst revenue was less (as shown above) there was an increase in the expenditure. The actual expenditure was \$17,915,925 as against \$16,252,171 for the preceding year, or an increase of \$1,663,753. It is interesting to note that the estimated expenditure was only \$14,677,896, or \$3,238,129 less than was actually disposed of. Without going into lengthy details we will show the headings under which increases occurred:—

Governor, \$77,193, an increase of \$3,390.

Colonial Secretary's Department and Legislative, \$68,197, an increase of \$7,508.

Secretariat for Chinese Affairs, \$52,634, an increase of \$2,516.

Audit Department, \$35,625, an increase of \$2,748.

Harbour Master's Department, \$235,411, an increase \$60,996.

Imports and Exports, \$809,637, an increase of \$62,363.

Royal Observatory, \$23,450, an increase of \$3,422.

Police and Prison Departments, \$1,066,820, an increase of \$192,956.

Medical Departments, \$261,524, an increase of \$25,987.

Sanitary Department, \$384,873, an increase of \$14,703.

Botanical and Forestry, \$51,457, an increase of \$1,031.

Education, \$357,806, an increase of \$14,387.

Military Expenditure, \$3,580,463, an increase of \$791,742.

Public Works (Total), \$3,448,895, an increase of \$782,868.

Kowloon-Canton Railway, \$437,592, and increase of \$50,316.

Charitable Services, \$69,533, an increase of \$24,014.

There were only six headings of expenditure under which less was spent than in the preceding year, these being:—

Treasury, \$63,076, a decrease of \$1,07.

Miscellaneous Services, \$5,532,810, a decrease of \$143,760.

Judicial and Legal Departments, \$251,434, a decrease of \$147,330.

Post Office, \$138,224, a decrease of \$42,983.

Charge on account of Public Debt, \$749,649, a decrease of \$32,741.

Pensions, \$217,510, a decrease of \$10,891.

It will be seen from the above that the actual revenue for 1919 was \$1,390,951 less than the actual expenditure.

CONCRETE SHIPS A FAILURE.

The shipbuilding firm of Swan Hunter, and Wigham-Richardson, who some time ago began the construction of concrete vessels on Wearside, have abandoned that enterprise. Sir G. B. Hunter, managing director, declares that concrete ships are a complete failure, costing twice as much as those of steel and taking twice the time to build.

THE MERCURY GARAGE CO.

FOR
GOOD CARS
PROMPT SERVICE
REASONABLE CHARGES.
CAREFUL DRIVERS.

TELEPHONE: 977.

NEW P. AND O. LINERS.

NALDERA AND NARKUNDA.

There are now lying in Tilbury Dock two mail and passenger steamers, the Naldera and Narkunda, fresh from the hands of their builders which are believed to be the most luxurious and attractive vessels yet designed for the Indian and Australian trades.

The Naldera was launched from the yard of Messrs. Harland and Wolff, Ltd., on the 23rd December, 1917. Although intended for completion as a passenger and mail steamer she was, owing to the exigencies of the war, temporarily fitted out as a cargo steamer and later converted for use first as an aeroplane carrier and then as an armed merchant cruiser, but has now been entirely re-equipped for the service for which she was originally projected. She is of 15,842 gross tons, length 465 feet, breadth 67 feet 2 inches, moulded depth main deck to keel 47 feet 1 inch and is driven by two sets of quadruple expansion reciprocating engines developing 10,000 horse power and a speed of 18½ knots.

The first and second dining saloons are respectively at the forward and after ends of the midships portion of the main deck with elaborately equipped kitchens and culinary offices between. Both dining saloons extend through the width of the ship, and all possible care has been expended in planning their lighting and ventilation. On the main deck, aft, are second saloon cabins and bath rooms. The upper deck is entirely occupied by first and second class cabins liberally interspersed with bath rooms, and there are, besides, on this deck, six bedrooms, each with bath room, etc., en suite.

First class cabins for two persons fill the middle portion of the hurricane deck, on the after part of which are the second saloon smoking and music rooms and, at the forward end, a double range of single and two-bed cabins. Cabin ports on this deck all open under the shelter of the promenade-deck; amidships there is a continuous range of both rooms. All cabins throughout the ship have lavatory basins with continuous water supply, wardrobes, and in many cases, writing tables. Where the cabins are double-bedded, they are arranged on the tandem principle, so that every cabin, whether of the first or second class, has its own port-hole or port-holes opening to the outside air.

The promenade decks, both first and second class, strike one as being wider and longer than are commonly seen, and that this is not merely an impression is proved by the structure of the upper part of the vessel which shows the promenade deck supported on brackets which splay outwards beyond the limits of the bulwarks, suggesting, constructively, what is known in architecture as an overhanging upper story. The small lateral extension above the brackets, multiplied longitudinally, makes no immense difference in space and has been secured without the slightest sacrifice of any essential structural quality.

All the public rooms of the Naldera are paneled in dull finished brown oak, with the exception of the first-class dining saloon, the walls of which have been painted to imitate old ivory. In pleasant contrast with these vellum-like walls, are the movable chairs in natural coloured oak whose design recalls but excels the work of Heppelwhite.

Round the oval well which rises from the centre of the saloon is a riotously painted deep frieze by Professor Gerald Moira; in gay and animated tints, where nymphs and dryads disport themselves in woodland surroundings under the brilliant coloured sky of an Eastern sunset. The treatment of this paint-

ing is broad and effective, and when it is illuminated by the scores of electric lights placed beneath it and hidden from below by a cornice moulding, the whole of the frieze is a blaze of gorgeous colouring.

Moreover, the music room also receives its main effect from Professor Moira's work which, indeed, dominates the decorative scheme of this part of the ship, the quiet and reticent treatment of walls and ceiling contributing a rich but subtle and fitting work to the picture. The music saloon is divided from the dining saloon by a light wooden bulkhead with plate glass doors. Generally, both apartments are designed and furnished in a style which combines elegance and comfort in a superlative degree. At the after end of the promenade deck is the first saloon smoking room the furniture of which is in the style of William III and Mary. Here are deep, comfy lounges and big armchairs upholstered in green morocco leather, the walls being paneled between dated pilasters having carved caps. At its after end, the first smoking saloon opens on to a large sheltered verandah cafe, and there are, at the after end of the dining saloon, two smaller verandahs with appropriate furniture. Forward of the smoking saloon, this deck has twenty single-bed cabins with abundant bathroom accommodation. Above the smoking saloon, on the boat deck, is a second verandah cafe facing aft and overlooking the fine sheltered second class promenade on the poop deck.

The second class dining and smoking saloons are beautifully paneled and mahogany chairs in the style of Queen Anne, with tall backs and centre splats, radii with the Company are part of the furnishing equipment.

A striking feature of the Naldera is the gymnasium, which is situated on the promenade deck between the dining and the smoking saloon. Here those inclined to exercise will find such novelties as an electrically-driven riding horse, a double cycle-racing machine, hydraulic rowing machine, adjustable punch ball, pulley-weight exerciser, nautical steering wheel with artificial resistance, wrist exercisers, dumb bells, tools, etc., together with a weighing machine and height recorder.

A steward's party on every deck, fully equipped for immediate service, is a great convenience and will make much for the early morning comfort of passengers en voyage. There are specially arranged rooms, known as the "Inchcape" cabins, whose optional combination offers convenient facilities for family parties.

Communication between the successive tiers of first saloon accommodation on the main, upper, hurricane and promenade decks is rendered easy by two electrically-driven passenger lifts which, on the hurricane deck, give access to the spacious vestibule or reception hall and the purser's information bureau. The Naldera has accommodation in the first saloon for 425 passengers, and for 217 passengers in the second saloon, for all of whom the dining saloons provide simultaneous seating accommodation.

The Narkunda whose constructional history is similar to that of the Naldera was built at Messrs. Harland and Wolff's Belfast yard, and has also been brought into the condition originally planned. She is of approximately the same dimensions and general character as the Naldera and like her has three funnels and a stern of the cruiser type, these ships being the earliest of P. and O. steamers to be so designed.

The character of these vessels is a matter of superlative that it has been and is their policy to carry out a building programme which, from the passengers' point of view, shall be continuously progressive; and the first of a new series of six vessels which will, in some sense, reflect the increasing activities and wealth of the British Communities of the Southern Hemisphere.

LOCAL WEDDING.

MR. A. D. GEE—MISS TEDEN.

The wedding of Mr. Archibald D. Gee, manager of the Steam Laundry Company, to Miss Helen G. Teden took place quietly at St. John's Cathedral at 11.30 o'clock this morning.

The bride, who is the daughter of the late Mr. Edward Teden and of Mrs. Teden, of Romford, Essex, recently arrived in the Colony from Home. She was given away by Mr. W. F. Douglas, whilst Miss A. Hamilton was the bridesmaid. Mr. G. G. Wood superintended the bridegroom as "best man." The Rev. V. H. Opley Moyle, Chaplain of the Cathedral, performed the marriage ceremony.

A reception was afterwards held at the Hongkong Hotel which was largely attended. The honeymoon will be spent in Macao.

CHURCH SERVICES.

St. Andrew's Church, Kowloon. 10th May, 1920—6th Sunday after Easter. Choir Sheets. Holy Communion, Morning Prayer, 11 a.m. Hymn: 17. Venite, Chant 171; Psalm, 50; Chant 19; Psalm, 21; Chant 19; Te Deum, 3rd Setting; Jubilate Deo, Chant 121; Hymn, 229. Evening Prayer, 6 p.m. Hymn, 212—Tune 220. A. & M. Psalm 24—Chant 171; Psalm 17—Chant 97; Magnificat, Chant 115; Nunc Dimittis, Chant 227; Hymn, 211. Hymn, 215; Vespers. Holy Father cheer our way.

St. John's Cathedral, Hongkong. 10th May, 1920, Sunday after Ascension. Holy Communion (7.30 a.m.) Children's Service (10 a.m.) Matins (11 a.m.) Responses. Festival: Venice, Kempton; Psalm, 50 (Stainer); 10 (Lawson); Te Deum (Oakeley); in F; Jubilate, Oakeley in G; Antiphon: "Why seek ye?" Hymns: Hymn, 117. Holy Communion (12 noon) Evening Service (6 p.m.) Responses. Festival: Psalm, 145 (Battisbush); 79 (Tartel); 150 (Humphreys); Magnificat (Haverall); Nunc Dimittis, Wesley; Hymns, 147, 141, 204.

St. Peter's Church, West Point. Sunday after Ascension day, May 10th, 10 a.m. Holy Communion 11.0 a.m. Song Matins. Preacher: The Chaplain, A. J. S. Stearn. Wesleyan Church, Wanchai, Sunday 10th May, 1920. Morning Service 10.15 a.m. Evening Service 6 p.m. Preacher, Rev. S. W. Scholes. First Church of Christ, Scientist, MacDonnell Road. Sunday, 11.15 a.m.; Wednesday, 5.30 p.m.

"DIRECT HOUSING."

BRICKLAYERS' OFFICIAL AS MUNICIPAL MANAGER?

The Manchester Housing Committee, which sat for two and a half hours recently recommended the appointment of Mr. Lewis Watson as manager of direct works under the Corporation at salary of £750.

Mr. Watson is secretary of the Operative Bricklayers' Society in the Manchester area, and is chairman of the National Executive of the Bricklayers' Society. He is closely associated with the Manchester Building Guild Committee. It is understood that should his appointment be confirmed at the meeting of the City Council, he will sever his connection with his trade union.

Manchester has a scheme for building 500 houses by "direct" labour, and it will be Mr. Watson's duty to engage the labour and to supervise the building operations generally. So far the Ministry of Health's approval has been obtained for the building of 100 houses by this method.

It had originally been intended that the Ministry of Health's architect should visit Manchester to hear the views of the Manchester Housing Committee on the proposed plans for cheaper houses. This meeting decided to get into more intimate touch with the Ministry, and to send a deputation to London instead.

PRINCE'S BICYCLE TO HIGHEST BIDDER.

The Prince of Wales has presented his Ridge-Whitworth bicycle to the fund for erecting a wayside memorial to cyclists killed in the war. The bicycle is to be sold to the highest bidder.

DAIRY FARM NEWS.

Received new shipments

LAMB, MUTTON, BEEF, RABBITS, HARES,

&c &c

From Australia.

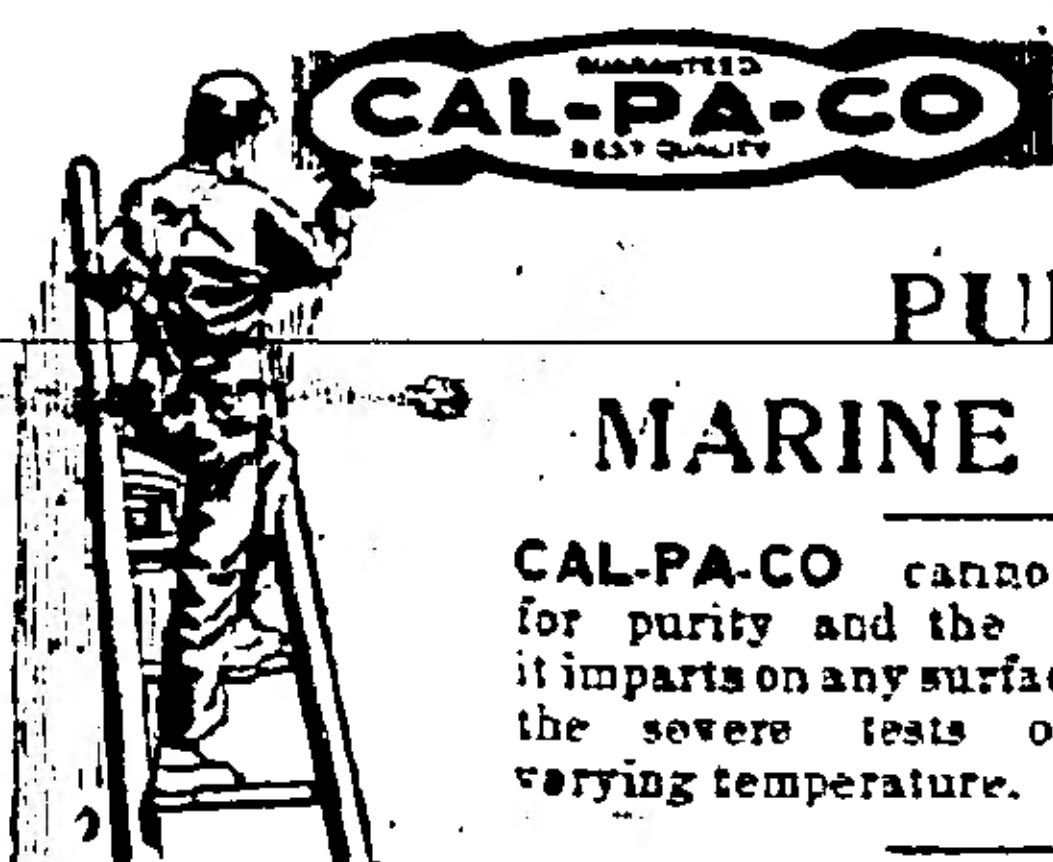
KIPPERS, FINNAN HADDOCK, FILLET HADDOCKS,

direct from the Scottish Fisheries.

PICNIC CHEESE

Prepared by us
and put up in neat glass jars
at 30 cents per jar

THE DAIRY FARM, ICE & COLD STORAGE COMPANY, LIMITED.



PURE

MARINE PAINT

CAL-PA-CO cannot be equalled for purity and the excellent finish it imparts on any surface. It withstands the severe tests of weather and varying temperature.

INTERIOR DECORATION
CAL-PA-CO offers something entirely new in interior finish.

MANUFACTURED BY THE
CALIFORNIA PAINT CO.

Sole Agents

GERIN, DREYARD & CO.

HOTEL MANSIONS

STOP!
LOOK!!
LISTEN!!!
"OUT OF THE FOG"

IS BOTH

NAZIMOVA'S

GREATEST TRIUMPH
AS A STAR

AND

CAPELLANI'S

BIGGEST SUCCESS AS
A DIRECTOR.

IT IS SHOWING TO-NIGHT

AT
THE CORONET.

WATER RETURN.

Level and Storage of water in
Reservoirs on May 1, 1920.
CITY AND HILL DISTRICT WATER
WORKS LEVEL.

1919	1920
Tyiam 28-11 Below overflow	28-1 Below overflow
Tyiam 25-2 Below overflow	21-9 Below overflow
Tyiam 24-4 Below overflow	14-11 Below overflow
Tyiam 24-4 Below overflow	41-3 Below overflow
Tyiam 24-4 Below overflow	24-11 Below overflow
Wong-nai 24-0 Below overflow	22-1 Below overflow
Pok-tai 24-0 Below overflow	22-1 Below overflow

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

1919	1920
Tyiam 122.21	122.21
Tyiam 122.21	122.21
Tyiam 122.21	122.21
Tyiam 122.21	122.21
Tyiam 122.21	122.21
Tyiam 122.21	122.21
Tyiam 122.21	122.21
Tyiam 122.21	122.21
Tyiam 122.21	122.21
Tyiam 122.21	122.21

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of April.

1919	1920
Consumption 185.18	201.54 M. gallons
Estimated 278.14	219.79
Consumption per head per day 22.2	24.1
Constant supply in 48 districts during April of both 1919 and 1920.	

KOWLOON WATERWORKS LEVEL.

Reservoirs on May 1, 1920.

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

1919	1920
Consumption 22.56	44.49 M. gallons
Estimated 181.40	181.40
Consumption per head per day 12.5	18.0
The Government Analyst's reports show that the water is excellent quality.	

AS GOOD FOR YOUR WIFE AS
FOR YOURSELF.

They are for the family—are Pinkettes, being so mild yet sure in action as to exactly meet the needs of both sexes from childhood to old age.

dispel Constipation, cure Biliousness, Sick Headaches, Torpid Liver, foul breath, pimples. Of druggists, also post free, 50 cents the vial, from Dr. Williams' Medicine Co., 96 Seeshuen Road, Shanghai.

NOTICES.

AERTEX CELLULAR
— UNDERWEAR —

THE HEALTHIEST AND MOST COMFORTABLE
FORM OF UNDERCLOTHING FOR HOT
SEASON WEAR. ABSOLUTELY UNSHRINKABLE.

STOCKED IN THREE QUALITIES

QUAL. 933	VESTS, SHORT SLEEVES	\$2.50 ea.
	DRAWERS, KNEE LENGTH	\$2.50 ea.
QUAL. 1010	VESTS	\$3.00 ea.
	DRAWERS	\$3.00 ea.
QUAL. 1080	VESTS	\$4.75 ea.
	DRAWERS	\$4.75 ea.

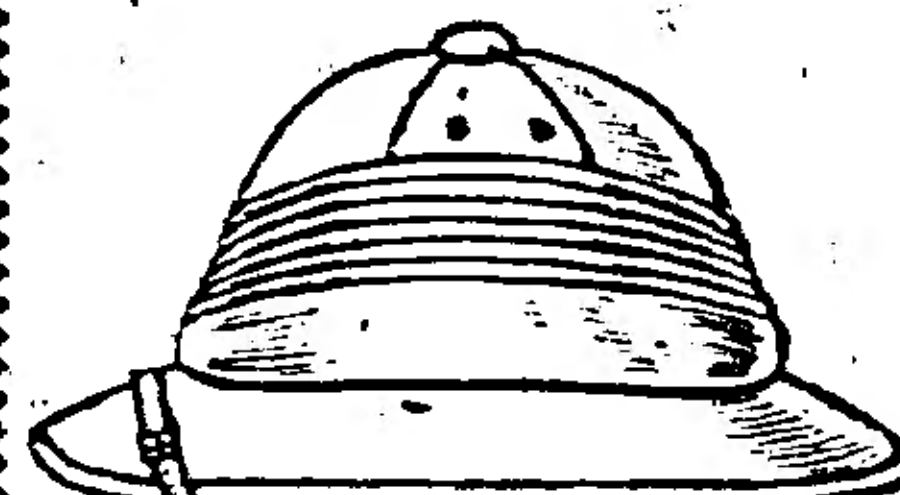
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NEXT DOOR HONGKONG HOTEL.

Wm. Powell Ltd.
TELEPHONE 346

GENTLEMEN'S HIGH-CLASS OUTFITTERS.

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SUN HELMETS

PITH, CORK
COSSAMER

SMART AND USEFUL SHAPES STOCKED

ONLY IN
SUPERIOR QUALITIES

INSPECTION INVITED.

NEW COLUMBIA

RECORDS

A 2701	First Rose of Summer	Fox Trot	Happy Six
	Somebody's Heart		
A 2895	Bo-La-Bo	Fox Trot	Louis Jazz Band
	Venetian Moon		Kentucky Serenaders
A 2648	Ostrich Walk	Fox Trot	Guido Deiro
	Jazz Band Ball	One Step	
A 2297	Indiana	One Step	Original Dixie Jazz Band
	Darktown Strutters	Fox Trot	

THE ANDERSON MUSIC CO., LTD.

(THE COLUMBIA SHOP)

15, DES VŒUX ROAD.

TEL 132.

OWING TO THE CONSTANT

RISE IN FIRST COSTS AND
THE FALL IN EXCHANGE WE
ARE OBLIGED TO REDUCE
OUR DISCOUNTS TO CUSTOM-
ERS TO FIVE PER CENT.

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GERIN, DREYARD & CO.

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2nd and 21 Canton.

MARINE ENGINES

PACIFIC SHIPPING.

C.P. & S.

SAILINGS
HONGKONG TO VANCOUVER

Via Shanghai, Nagasaki (Molli) Kobe & Yokohama

FROM DUE

STEAMERS, HONGKONG, VANCOUVER.

Empress of Japan	May 36	June 16
Empress of Asia	June 3	June 21
Monteagle	June 8	July 2
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
Empress of Japan	Nov. 6	Nov. 19
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3

Passage Fare Hongkong to United Kingdom.
 1st Class 120/0, 2nd Class 80/0, 3rd Class 40/0.
 1st Class 120/0, 2nd Class 80/0, 3rd Class 40/0.
 1st Class 120/0, 2nd Class 80/0, 3rd Class 40/0.

For further information please apply to
HONGKONG OFFICE,
 Telephone 722. Cable Address: CANADIAN
CANADIAN PACIFIC
OCEAN SERVICES.

PACIFIC SHIPPING.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS
 "ECUADOR," "VENEZUELA" & "COLOMBIA"
 HONGKONG TO SAN FRANCISCO
 Via Shanghai, Kobe, Yokohama & Honolulu.
 THE SUNSHINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE
 SAILINGS FROM HONGKONG AT NOON.

S.S. "VENEZUELA" ... Tuesday, May 18th.

ALSO

The following U. S. Shipping Board vessels

S.S. "WEST CADDOA" Saturday May 22nd, for San Francisco direct.

S.S. "EASTERN MERCHANT" Tuesday May 25th, for San Francisco via

Shanghai and Japan Ports.

S.S. "WEST CONOB" Beginning of June, for Baltimore, via Suez and usual

Ports of call.

HONGKONG-CALCUTTA SERVICE.

S.S. "CADDOPPEAK" Saturday May 15th, for Madras, via Singapore, Port

Swettenham, Penang, Rangoon and Calcutta.

Cargo accepted on through Bills of Lading to all P. ports in the United

States and Canada, also through Bills of Lading issued to Baltimore, Havana,

Central and South American Ports.

For further information apply to:-

PACIFIC MAIL S.S. CO.

Hotel Mansions, Cable Address "SOLANO."

TELEPHONE 141.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

EAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers: Tono, 22,000 tons, 27th May, 13th June, from Yokohama.

Yokohama, 22,000 tons, 13th June, 17th June, 17th June.

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PACIFIC SHIPPING.

DOLLAR LINE.

SAILINGS FROM HONGKONG FOR
 VANCOUVER.

NEW YORK VIA PANAMA.

STEAMERS. SAILING DATE.
 "BESSIE DOLLAR" ... MAY 26TH.
 "GRACE DOLLAR" ... JULY 18TH.

Through Bills of Lading issued to all parts of United States or Canada

"Movements subject to change without notice."

For particulars for freight apply to:-

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING TEL. 793.

THIRD FLOOR

SAN FRANCISCO.

U.S.S.B.

STEAMERS. SAILING DATE.
 "WEST HEPBURN" ... MAY 25TH.
 "WEST HARTS" ... JULY 1ST.

THE ROBERT DOLLAR CO.

Tel. 705 & 792

Gen. P. O. Bldg.

3rd Floor.

SAILING DATES.

EUROPE, U.S.A., ETC.

Luzon	O. S. K.	May 15
Bolton Castle D. & Co.	M. May	
Sanki M.	N. Y. K.	May 15
Persian P.	S. T. Co. 2nd half	May
Edmore	A. L.	May 18
Muttra	F. & O.	May 19
Aki M.	N. Y. K.	May 19
Kasamba	B. L.	May 20
Delight	F. W. Co.	May 20
Africa M.	O. S. K.	May 22
Lake Onawa R. D. Co.	May 22	
Mishima M.	N. Y. K.	May 22
China	C. M. Co.	May 22

Taiyuan	B. & S.	May 24
West Himrod	S. & D.	May 25
Eastern	F. & O.	May 25
E. Merchant	F. M. Co.	May 25
Eurymachus	B. L.	May 25
Bessie D.	R. D. Co.	May 25
E. of Japan	G. P. O. S.	May 25
Panama M.	O. S. K.	May 25
Namamura M.	N. Y. K.	May 25
Tenyo M.	T. K. K.	May 27
Howick Hall	A. L.	May 27
Vinita	L. A. Co.	May 27
Sado M.	N. Y. K.	May 28
West Hepburn R. D. Co.	May 28	
West Conob	P. M. Co.	June 1
Unnan	O. S. K.	June 1
West Jappa	F. W. Co.	June 1
Nanking	C. M. Co.	June 2
E. of Asia	C. P. O. S.	June 3
Mitaki M.	O. S. K.	June 7
Crosskeys	A. L.	June 10
Telemachus	B. L.	June 10
Kitano M.	N. Y. K.	June 11
Toyooka M.	N. Y. K.	June 11
West Hixton	L. A. Co.	June 12
Korea M.	T. K. K.	June 14
Tsushima M.	N. Y. K.	June 14
Tanama M.	O. S. K.	June 14
Fushimi M.	N. Y. K.	June 15
Montague	A. L.	June 15
Chicago M.	O. S. K.	June 15
Van Weerwyck	J. C. J. L.	June 15
Shinyo M.	T. K. K.	June 17
Siberia M.	T. K. K.	June 18
Nile	C. M. Co.	June 19
Iconium	A. L.	June 22

JAPAN, COAST PORTS, ETC.

Siam M.	O. S. K.	May 15
Tean	B. & S.	May 15
Chipshing	J. M. Co.	May 15
Huichow	B. & S.	May 16
Hangsang	J. M. Co.	May 16
Tatsuno M.	N. Y. K.	May 16
Kaiko M.	O. S. K.	May 16
Kaifong	B. & S.	May 16
Hapeh	B. & S.	May 16
Taihookwan	B. & S.	May 17
Nellore	P. & O.	May 17
Laisang	J. M. Co.	May 18
Choysang	J. M. Co.	May 18
Haibong	D. L. Co.	May 18
Shanting	B. & S.	May 18
Luchow	B. & S.	May 18
Taksang	J. M. Co.	May 18
Delta	P. & O.	May 18
Sosho M.	O. S. K.	May 20
Sunning	B. & S.	May 20
Kwongsang	J. M. Co.	May 20
Tsialak	J. C. J. L.	May 21
Haiching	D. L. Co.	May 21
Yuenyang	J. M. Co.	May 21
Haiyang	J. C. J. L.	May 22
Inaba M.	N. Y. K.	May 22
Luzon M.	O. S. K.	May 23
Tango M.	N. Y. K.	May 23
Sanki M.	N. Y. K.	May 24
Shanghai	J. M. Co.	May 24
Shanghai	B. & S.	May 25
Hailong	D. L. Co.	May 25
Madras	P. & O.	May 25
Hinsang	J. M. Co.	May 27
Bombay M.	N. Y. K.	May 28
Shisen M.	O. S. K.	June 14
Nikko M.	N. Y. K.	June 25

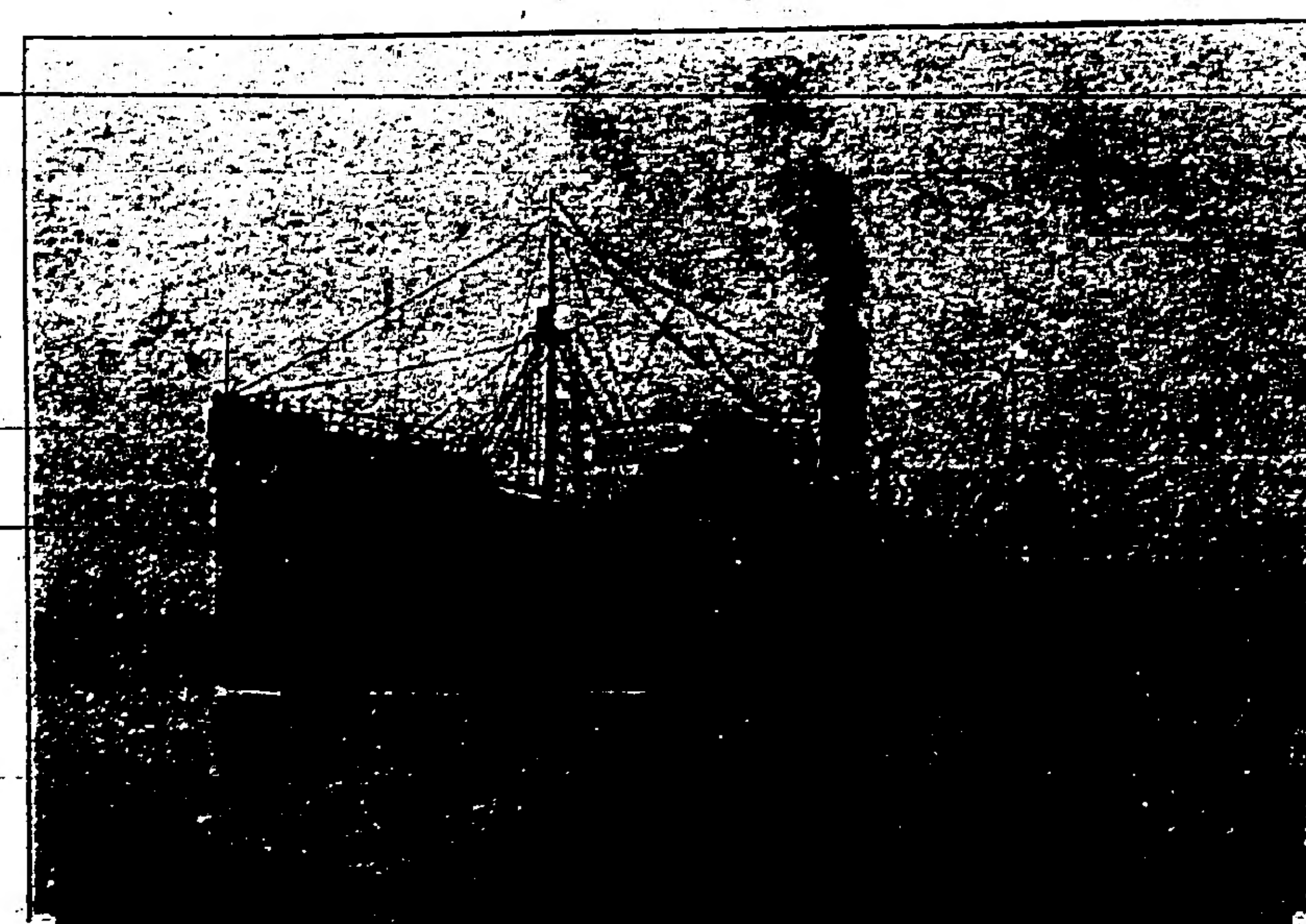
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1, A.B.C. Fifth Edition: Engineering, First and Second Edition; Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.

Iron and Brass Founders, Forge Maste Electricians



S.S. "WAT BOM ER," 8,240 tons D.W., 5,195 tons gross

Built and engine by The Hongkong & Whampoa Dock Co., Ltd.

to the order of the British Government.

Address Enquiries to the Chief Manager

R. M. DYER, S.S. WING, KOWLOON DOCK, HONGKONG



TRANS-PACIFIC FREIGHT SERVICE

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

(Calling at Shanghai and Kobe)

"EDMORE" ... About May 15 "ICONIUM" ... About June 22

"CROSSKEYS" ... June 12 "WHEATLAND MONTANA" ... July 12

For PORTLAND direct.

(Calling at Shanghai and Kobe)

"MONTAGUE" ... June 15th

"WHEATLAND" ... June 22nd

"ADERCO" ... July 14th

Through Bills of Lading issued to Overseas Common Points

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone Nos. 2477 & 2478 5th Floor, Hotel Mansions

SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON
 Via PANAMA.

S.S. "DRYDEN"

SAILS ABOUT MAY 26TH.

S.S. "WYTHEVILLE"

SAILS ABOUT JUNE 29TH.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINES INC.,
THE ADMIRAL LINE

Telephones AGENTS. 5th floor
 2477 & 2478 Hotel Mansions.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS-PACIFIC FREIGHT SERVICE
 HONGKONG

LOS ANGELES, CALIFORNIA, U. S. A.

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND
& QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

Sailings: PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
DUNERA	5,400	15 May, noon	S'pore, Colombo & B'way.

BRITISH INDIA-APCAR SAILINGS (South)

MUTTRA	4,700	19th May.	(Calcutta via Singapore) Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	25th May.	(Sydney via Sandakan, Timor, Thursday Is., Cairns, Townsville & Brisbane.)
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SAILINGS TO SHANGHAI & JAPAN.

NELLORE	7,000	17 May, 4 p.m.	(Shanghai, Kobe, Yokohama)
DELTA		18 May, d'light	Shanghai

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. X 2 1/2 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern,
Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Calling Manila) Sat., 22nd May, at 11 a.m.
FUSHIMI MARU Tuesday, 15th June, at 11 a.m.
TAMURA MARU (Calling Manila) Wed., 30th May, at 11 a.m.
KATORI MARU (Calling Manila) Friday, 2nd July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez,
Port Said & Marseilles.

MISHIMA MARU Saturday, 22nd May, at noon.
SADO MARU Friday, 25th May, at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo,
Suez and Port Said.

TOYOOKA MARU Friday, 11th June.

ANTWERP & MARSEILLES via S'pore, Cbo, Suez & Port Said.

KAMAKURA MARU Friday, 25th May.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

AKI MARU Wednesday, 26th May, at 11 a.m.

TANGO MARU Wednesday, 23rd June, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama,
Munster, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

OMBAY & COLOMBO via Singapore.

KANAGAWA MARU Sunday, 23rd May.

BOMBAY MARU Friday, 28th May.

ALCUTTA & RANGOON via Singapore & Penang.

TATSUNO MARU Sunday, 16th May.

SANUKI MARU Monday, 24th May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU Sunday, 23rd May, at 11 a.m.

SIKKO MARU Friday, 25th June, at 11 a.m.

HANGHAI, KOBE & YOKOHAMA

INABA MARU Thursday, 20th May, at 11 a.m.

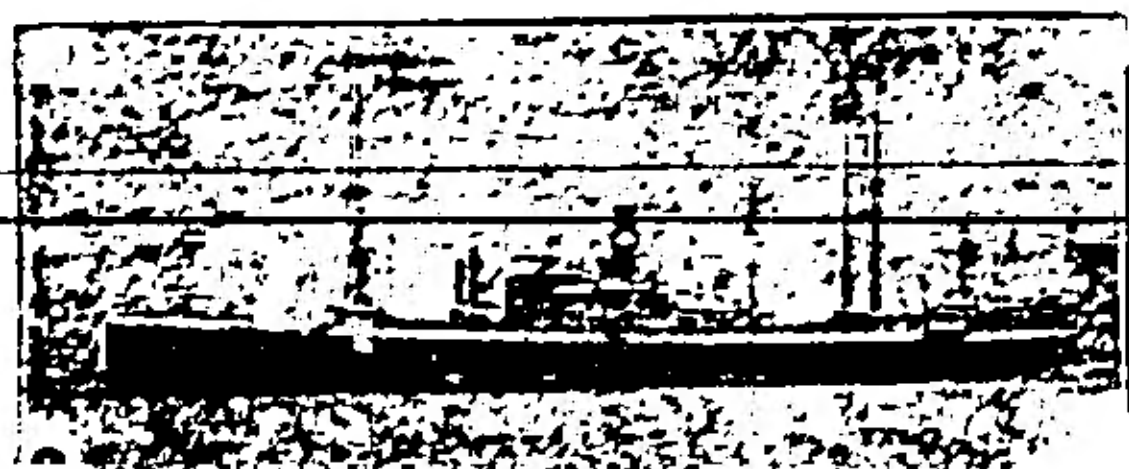
TSUSHIMA MARU Sunday, 23rd May.

KAMO MARU Thursday, 3rd June, at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Taiyang	—	in port	18th May	Java.
Tsaiak	Japan	19th May	22nd May	Java.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

Through Bills of Lading issued to U.S.A. and Canadian
Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Yokohama Building.

Shipping to Europe, Australia, and other Ports.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly
direct service via Singapore and Port Said.

"HAYRE MARU" (Call Marseilles) Wednesday, 30th June.

"HIMALAYA MARU" Middle of July.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and
Cape Town via Singapore.

"PANAMA MARU" Friday, 28th May.

"SEATTLE MARU" Sunday, 4th July.

HOMBAY & COLOMBO Regular fortnightly service via Singapore.

"SIAM MARU" Saturday, 13th May.

"LITON MARU" Sunday, 23rd May.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.

"USSAN MARU" Tuesday, 1st June.

SYDNEY & MELBOURNE—Monthly service taking cargo to
New Zealand and Pacific Islands.

"MITSUKI MARU" Monday, 7th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA Regular fort-
nightly service touching at intermediate ports in Japan
and taking cargo to overland points U.S. in connection
with Chicago, Milwaukee & St. Paul Railway.

"AFRICA MARU" Wednesday, 26th May.

"CHICAGO MARU" (Call Manila) Saturday, 5th June.

NEW YORK—Regular monthly service via Japan ports, San
Francisco, Panama and Cuban Ports.

"ALASKA MARU" Monday, 24th May.

JAPAN PORTS—Mojik, Kobe, Yokohama & Yokohama.

"MADRAS MARU" (Call Kobe & Yokohama) Wed., 26th May.

KEELING via SWATOW & AMOY—These steamers have
excellent accommodation for 1st and 2nd class saloon
passengers and will arrive at and depart from the O. S. K.
wharf, near the Harbour Office.

KADO MARU Sunday, 16th May.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" Thursday, 20th May.

"SHISSU MARU" Monday, 14th June.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION)

Steamer. Arrived Hongkong from Australia. Leaves Hongkong for Australia.

TAIYUAN 16th May. 24th May.

CHANGSHA 17th June. 22nd June.

This steamer is fitted with Refrigerating machinery, ensuring
a plentiful supply of ice, fresh provisions etc., and has superior
accommodation with Electric Light throughout and Electric Fans in
the State-rooms. A daily qualified Doctor is carried. Reduced Fares.
Cargo booked through to all Australian, New Zealand and Tas-
manian ports.

For Freight and Passage apply to—

Butterfield & Swire.

Telephone No. 35. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For

Steamer Sailing

For particulars of sailings shippers are requested to approach
the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

VIA PANAMA CANAL.

"BOLTON CASTLE"

Sailing about End of May.

LLOYD TRIESTINO.

BRINDISI, VENICE & TRIESTE.

VIA SINGAPORE, PENANG & COLOMBO.

S.S. "AFRICA"

Sailing on or about 31st May.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

FOR JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 9th June.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIYU KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African
ports, with transshipment at Calcutta, in conjunction with
the Indo-China S.N. Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD. Agents.

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI via Swatow	Hongsang	Sun., 16th May at d'light.
SHANGHAI via Swatow	Choysang	Tues., 18th May at d'light.
HAIPHONG via Hoihow	Tatsang	Tues., 18th May at 8 a.m.
KOBE	Laisang	Tues., 18th May at 5 p.m.
SHANGHAI	Kwongsang	Thurs., 20th May at d'light.
MANILA	Yuensang	Fri., 21st May at 3 p.m.
S'PORE, Pang via Amoy	Fooshing	Mon., 24th May at 3 p.m.
SANDAKAN	Hongsang	Thurs., 27th May at noon.

CALCUTTA LINE:—This Line now affords regular sailings to
Calcutta, Penang and Singapore. Returning from Calcutta
steamers proceed via Straits and Hongkong to Japan,
occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted
with Electric Light & Fans and carry a fully qualified Surgeon.
SHANGHAI LINE:—Sailings approximately every five days between
Canton and Shanghai, sometime calling at Swatow. Through
tickets can be obtained and through Bills of Lading are issued
all to Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by
vessels with good passenger accommodation, sailings from
both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers
and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and
Sandakan by a steamer having up-to-date accommodation
for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton,
Labuan, Tawao and Lahad Daru.

TIENTSIN LINE:—A regular service is run from March to Nov.
between Hongkong & Tientsin calling at Weihaiwei & Chelou.

CALCUTTA LINE.

s.s. "FOOSHING" will be despatched on or
about 24th May, for SINGAPORE, PENANG via
AMOY.

Through Bills of Lading issued to RANGOON,
PORT SWETTENHAM, MADRAS & CALCUTTA.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI & TSINGTAO	Tean	15th May at 4 p.m.
W'WEI, C'FOO & TIENTSIN	Muchow	16th May at d'light.
H'HOW, P'HOI & H'PHONG	Kailong	16th May at 9 a.m.
SWATOW & SINGAPORE	Hupei	16th May at 10 a.m.
SAMARANG, SOERABAYA and PANARUKAN	Taikoo Wan Yi	17th May at 3 p.m.
SWATOW & BANGKOK	Luchow	18th May at 10 a.m.
AMOY, SHAI & PUKOW	Shantung	18th May at 3 p.m.
SHANGHAI	Sunning	20th May at noon.
MANILA, CEBU & LOILO	Taming	25th May at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation amidships. Electric Light and
Fans in Saloon and State-rooms. Regular schedule service between
Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao
weekly, taking Cargo on through Bills of Lading to all Yangtze
and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE:—Weekly service to and from B'kok via S'to w.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 35. Agents.

Hongkong May, 14, 1920.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers. Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.
FOR SWATOW, AMOY AND FOCHOW AND RETURN
(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Hailhong	W. C. Passmore	TUES. 14th May at 2 p.m.
Hailching	A. H. Stewart	FRI. 21st May at 2 p.m.
Hailloong	Ed. Walker	TUES. 25th May at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas-Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & Cable Mail S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.
"EURYMACHUS" via Panama 26th May.
"HOWICK HALL" via Suez 27th May.
"DEUCALION" via Suez 5th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For freight and passage apply to

BUTTERFIELD & SWIRE, THE BANK LINE, & CO. Agents.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. INABA M.
(European Line.) left London for
this port via Suez on the 9th
April, and is expected here on
the 19th May.

The N. Y. K. s.s. TSUSHIMA
M. (Liverpool Line.) left Liver-
pool for this port via Suez, on
the 10th April, and is expected
here on the 22nd May.

The N. Y. K. s.s. AWA M.
(Liverpool Line.) left Glasgow
for this port via Suez on the 23rd
April, and is expected here on
the 4th June.

The s.s. METHVEN arrived at
Yokohama on 23rd April, left
there 24th April, and is due at
Vancouver on 15th May.

The N. Y. K. s.s. PENANG M.
(Liverpool Line.) left Glasgow
for this port via Suez on the 23rd
April, and is expected here on
the 9th June.

The N. Y. K. s.s. KAMO M.
(European Line.) left London for
this port via Suez on the 24th
April, and is expected here on
the 2nd June.

The Ben Line s.s. BENMOHR
from Antwerp and London, left
Singapore, for this port on 9th
May, and may be expected to
arrive here on 16th May.

The R. M. S. MONTEAGLE
left Vancouver for Hongkong, via
Japan ports and Shanghai on the
1st May, and is due here on or
about the 26th May.

The N. Y. K. s.s. TATSUNO
MARU (Calcutta Line.) left Kobe
for this port via Moji on the 9th
May and is expected here on the
16th May.

The P. & O. s.s. NELLORE
left Singapore for this port on
the 11th instant, at 6 a.m., and
is due here on the 16th instant
at about 11 a.m.

The Dollar Line Company's
s.s. BESSIE DOLLAR (New
York Line) will leave Shanghai
on May, 15th and is due in Hong-
kong May 19th.

The N. Y. K. s.s. PORTLAND
MARU (Bombay Line.) left
Bombay for this port direct on
the 9th May and is expected here
on the 29th May.

The N. Y. K. s.s. MISHIMA M.
(European Line.) left Kobe for
this port via Moji & Shanghai on
the 12th May and is expected
here on the 21st May.

The N. Y. K. s.s. IYO MARU
(European Line.) left London for
this port via Suez on the 8th May
and is expected here on the 17th
June.

The N. Y. K. s.s. DURBAN M.
(Hamburg Line.) left London for
this port via Suez on the 8th May
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THE AMERICA'S CUP.

SHAMROCK IV. AND HER CHANCES.

Francis B. Cooke writes in a Home paper:—Sir Thomas Lipton's fourth attempt to recover the America's Cup marks a new era in racing for the trophy. For many years past contest for this Cup have been carried on under an obsolete measurement rule, with the result that the yachts engaged were of no use for any other purpose. The formula itself, moreover, restricting nothing but the length and sail area, led to the evolution of a most undesirable type of vessel, which it was not in the interests of sport to foster. By challenging under the Universal Rule Sir Thomas Lipton has placed the contest upon a much more satisfactory basis, as yachts specially built for it will be eligible to compete in ordinary regatta matches in America, both before and after the Cup races. This measurement rule, originally devised by the famous designer Herreshoff, has been in general use for racing yachts in the United States for a good many years past, and has, on the whole, produced an excellent type of racing yacht. But the question most likely to interest yachtsmen on this side of the Atlantic just now is what effect the change of rating rule will have upon the chances of the challenger.

The length and sail area formula by which past Cup contestants were measured produced a very unwholesome type of boat, for the length measurement being taken on the water-line, when the yacht was floating on an even keel in still water, afforded a loophole for rule-cheating of which designers were not slow to take advantage. By designing a yacht with overhanging bow and stern it was possible to secure a considerable increase of sailing length without penalty, as a vessel of that model, when heeled in a breeze, of course adds to her water-line length. The longer and lower the overhangs the greater will be her length when sailing, and in this connection it must be remembered that the modern yacht is designed to sail on her side. Now this feature in itself did not give the defenders of the Cup any undue advantage, as the designer of a challenger could, and as a matter of fact did, design a vessel of similar type.

But the question of displacement must also be considered in conjunction with that of sailing length. A certain quantity of weight in the form of ballast must be carried to enable the yacht to stand up to her sail, and the larger the sail area the more ballast she requires. It will be obvious that if weight be added to a vessel with overhanging bow and stern it will sink her lower in the water and incidentally increase her water-line length. If, however, weight be taken from the vessel's fabric above the water-line and added to the keel in the concentrated form of lead it will have the effect of enhancing her stability without increasing her water-line measurement at all.

RACING MACHINE.

These were the lines upon which the American designers worked. They gradually reduced the scantling until they succeeded in producing Cup-defenders with plating no more than 2-16in. thick, whilst the over-all measurement was more than half again as great as that of the water-line. The designer of a British challenger could not go to such extremes in the way of weight reduction, as he had to produce a yacht capable of crossing the Atlantic

on her own bottom. The American defender, on the other hand, had nothing more arduous before her than a few races off Sandy Hook in fine, summer weather, and could therefore be built far lighter than her opponent. As the shape of the hull was not governed in any way by the measurement formula the designer adopted a model calculated to reduce the speed-retarding factors of skin friction and wave-making to a minimum and there was gradually evolved a huge, shallow-bodied craft with long, flat overhangs, which carried a heavy lead keel bolted to a deep, narrow fin. She was a racing machine pure and simple, and having been built to fit a rating rule that had long been obsolete, was useless for any other purpose than a contest for the America's Cup. Such vessels were, no doubt, triumphs of engineering skill but they were extremely costly to build, and their ultimate fate, after competing for the Cup, was the scrap-heap.

When he challenged under the Universal Rule, Sir Thomas Lipton may be said to have signed the death warrant of the huge unseaworthy racing machine produced under the length and sail area rule, which had for so many years dominated this contest, for the Universal Rule places a premium on displacement and discourages long overhangs. As a Cup competitor built to fit the formula will be eligible to compete in ordinary regatta matches in America her sphere of utility is considerably extended. Sir Thomas Lipton's challenge under the Universal Rule, however, caused some little surprise among yachtsmen on this side of the Atlantic in view of the fact that no British designer had ever produced a yacht under it, whilst those in the United States had been working to it for many years. It may be taken for granted, however, that Sir Thomas did not make this departure from the old conditions without giving the matter the fullest consideration. The point that probably influenced him most in his decision was that a challenger built to the Universal Rule would be more suitable for the Atlantic voyage. With her shorter overhangs she could with safety be built a good deal lighter than a craft of the old type, thus considerably reducing the advantage the holders of the Cup derive from their geographical position. Anyhow, Shamrock IV. is said to be built to a lighter scantling than any challenger that has previously crossed the Atlantic, and the fact remains that she has arrived at her destination unscathed and in first-class racing trim.

A NEW PROBLEM AND THE OPEN MIND.

The question of our designer, lacking experience of the rule, may not prove such a disadvantage as it would appear, for it is possible that an enterprising draughtsman approaching the problem with an open mind may hit upon speed-producing ideas that have not occurred to those who have been working to the formula for a long period with existing yachts as a basis. In Shamrock IV. Mr. Nicholson has produced a yacht quite unlike any hitherto constructed under the rule, and when seen out of water for the first time she created something of a sensation among the American experts. Whether she will be successful in recovering the trophy time alone can show, but I do not think she is likely to prove a mediocrity. My impression is that she will either win easily or be very badly beaten indeed, for, without doubt, her design is highly experimental.

Mr. Nicholson would appear to have "gone the whole hog" in the

matter of power, and present indications point to the challenger having to concede a liberal time allowance to her opponent. Shamrock's sail area is enormous for a yacht of her measurement, and although four or five tons of lead were removed from her keel after her preliminary trials in home waters, she still carries her canvas comfortably. As further alterations are contemplated, it is possible that still more ballast may be removed, with the idea of reducing the time allowance she will have to concede to the defender. The trial matches she sailed with the 23-metre cutter of the same name before leaving England in the summer of 1914 suggested that she was very fast to windward, the point of sailing that counts most in racing; but as the two yachts were so very different in type, too much reliance must not be placed upon the result of those trials.

POINTS IN THE CHALLENGER.

The challenger possesses many unusual features. The keel is very long, being indeed twice the length of that of the Herreshoff yacht Resolute, and a large amount of wetted surface is usually considered detrimental to speed in light airs. But it enables the yacht to carry her lead very low down, which makes for stability and speed in fresh breeze. The water-line plane is very full, the beam being carried well into the ends of the yacht, a trait that suggests power and a long water-line when she is heeled. It is, however, a feature that is rather heavily taxed by the measurement rule, and will tend to increase her rating. The yacht has a pronounced "humble home" to her topsides—that is to say, she curves in from the water-line upwards, making her beam greater on the water-line than it is on deck. This will enable her to heel to a greater angle before the water invades her deck, and she will not have to drag her rigging and rail through the water when sailing hard. In order to get the necessary spread for the shrouds the rigging is set up to steel outriggers. The sail plan of the challenger is very large and lofty, and she usually carries a single headsail fitted with a light boom, although she also has an alternative cutter rig.

The general impression is that Nicholson has banked on the idea of producing a very powerful "boat with great speed in a breeze, fully alive to the fact that she will have to concede a liberal time allowance to the smaller defender. Whether Shamrock will be able to give away the time remains to be seen, but it is an extremely interesting experiment, and the reports received from America would indicate that the experts on the other side of the Atlantic regard her as the most dangerous challenger that has yet been sent in quest of the America's Cup. A point that must not be overlooked when estimating the chances of Shamrock is that the defenders of the Cup can no longer have the services of the redoubtable Captain Charles Barr, who was in charge of the last three defenders, as he died some years ago. Shamrock IV., on the other hand, has in the person of Mr. W. P. Burton an amateur helmsman of vast experience, who has proved himself capable of outstriking the cleverest professional racing skippers of our time.

29,000,000 FOR HOUSING LOANS.

Middlesex County Council have decided to apply to the Ministry of Health for sanction to raise £29,000,000 for the purpose of loans to the housing authorities in the county. They propose to do this by issuing redeemable stock at 6 per cent.

MOTOR BANDIT CHASE.

LOCOMOTIVE IN PURSUIT.

Paris, March 23.—A daring robbery was planned by armed bandits, near Orleans, in the early hours of Friday, and was only foiled when an engine raced a carload of the robbers, and, after an exciting chase of 11 miles, succeeded in overtaking the robbers and making them captive.

Anticipating the advent of the bandits, M. Presle, the station-master at Orleans, organized a complete telephone service between the scene of the robbery, his station, and the police offices of the surrounding district, and was thus able to keep in touch with the bandits after they had succeeded in escaping in their cars.

Fortune favoured the watchers, for on the first night they heard the low thrub of approaching motors. An open car came up the road, followed by a light motor-lorry without headlights. Through the blackness of the night the outlines of six men were seen. One of them jumped out and mounted the railway embankment to see if all was clear. He observed some distance off four linesmen at work, but was apparently little concerned, saying, "They won't trouble us. If they do we'll soon finish them off."

The news of the arrival of the robbers was at once conveyed by telephone to the watchers to the station, and extra help was asked for. The robbers were then seen to mount the bank and make their way to a truck laden with silks. They were clearly familiar with the contents of the various wagons, for they lost no time, and were returning to their cars with their arms full, when fire was opened upon them.

About a week ago a truckload of chocolate had been stolen from a siding of the station at Les Aubrais, by certain people who had driven to the spot in a grey motor-car. On receipt of this information M. Presle planned a trap. Four men were concealed in a ditch near the siding and their place of hiding was connected by a field telephone with the station a few hundred yards distant.

They dropped their burdens at once and returned the fire, but soon saw the game was up and made for their cars at full speed, but it took them several minutes to gain the road in the storm of bullets which followed them. At last they reached their cars, jumped aboard, and started to make good their escape. Just then the station-master came up with a number of others. Thus reinforced the railwaymen quickly attacked the robbers and tried to come to close quarters. They were, however, repulsed, one man being killed, and the robbers succeeded in driving away. A hail of rifle shot followed them, and a couple of their tires were punctured, so that their speed was retarded.

The bandits had apparently succeeded in getting off, but soon afterwards there came in sight a puffing locomotive, on which was a squad of gendarmes from Orleans. "Which way did they flee?" they asked on reaching the spot. "By the main road to Paris," was the answer. The police rushed back to the engine, while the station-master telephoned the news to Orleans and the neighbouring stations. The engine started off at full speed in the bandits' wake.

To Orleans over the telephone came the story of the pursuit. "Motors with headlights have passed me," came from one signalman; from another, "Engine 500 yards behind." Gradually the engine drew nearer, till finally a message

SIR RATAN TATA'S WILL.

REQUESTS FOR ADVANCEMENT OF INDIA.

Sir Ratan Tata, of York House, Twickenham, Middlesex (formerly the residence of the Duc d'Orleans), and of Bombay, India, a Parsee merchant, of Messrs. Tata, Sons, and Co., largely interested in the Tata Iron and Steel Mills, and various Indian cotton and power companies, and a generous donor to philanthropic institutions in India, who died at St. Ives, Cornwall, on the 5th September, 1918, aged 47 years, from the effects of being torpedoed while on passage from India to England, left estate in the United Kingdom of the gross value of £191,860 2s. 9d., with net personality £131,661 3s. 9d. His Indian property was valued for the Indian grant at Rs.1,00,18,085, and this at the current exchange value amounts to £1,89,647, making the total value of the property £1,331,507.

The testator left his art collection at York House, Twickenham, and at Tata House, Bombay, to be called the Ratan Tata Art Collection; his property at Navsari, Baroda, and his effects there for the use of the Parsees of Navsari as a recreation ground or convalescent or nursing home or hospital or for holding public meetings, and he left a sum of Rs. 15,000, the income of which is to be applied in the upkeep of this property.

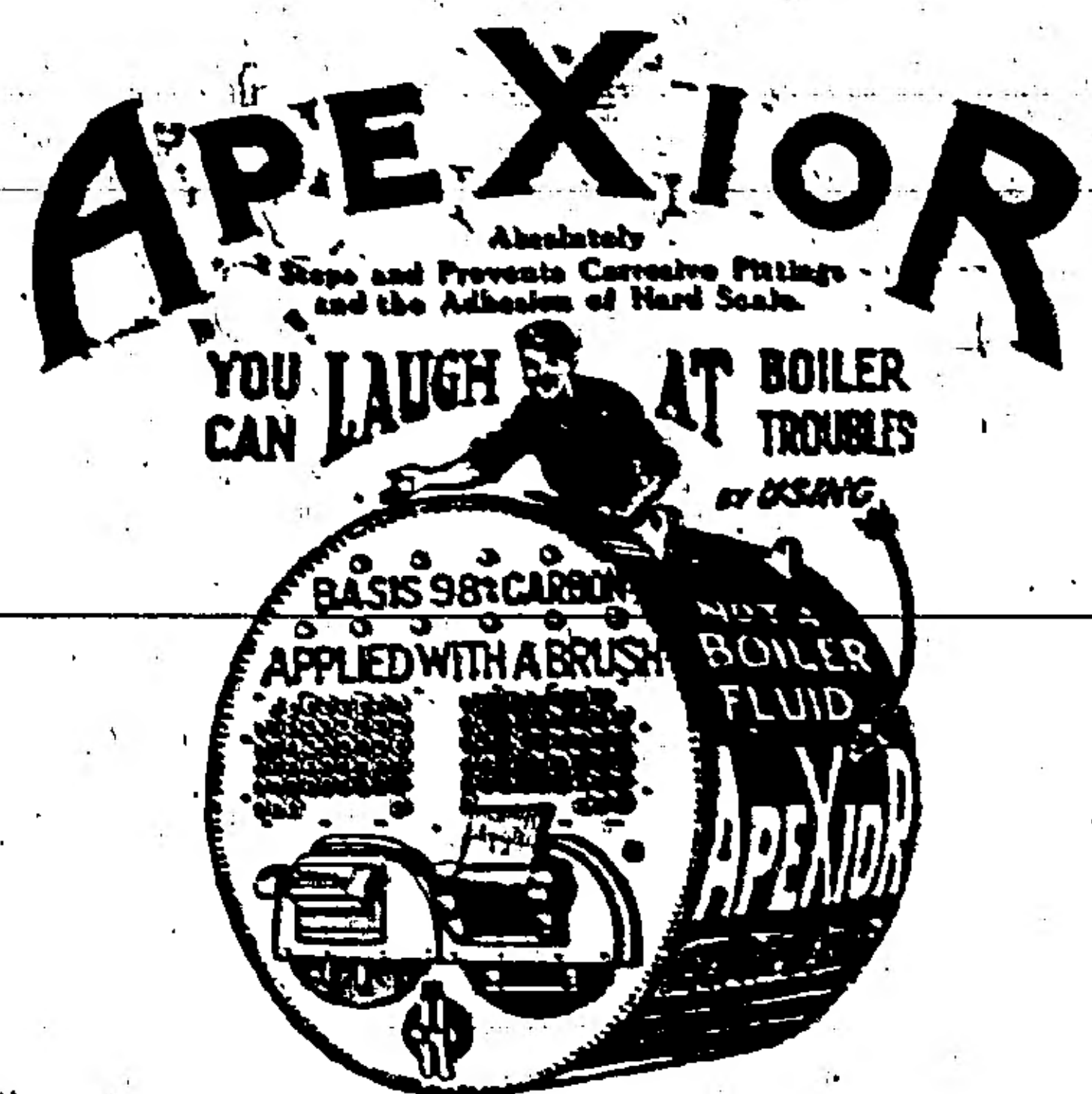
He expressed the earnest desire that his wife should not wear mourning for more than a year after his decease, and then should move about and mix into society as she had been doing in his lifetime, and should dress and deck herself quite regardless of the custom to the contrary prevailing amongst the Parsees, adding that he had left her ample means to do so, and hoped that she would carry out this wish.

Subject to various other provisions, he left the residue of his property to his children according to the Parsee law of intestate succession, but if he should leave only daughters his property is to be divided into one more share and such one share, or if no children the whole residue, is to be applied for the advancement of education, learning, and industry in all its branches, including economy, sanitary science and art, or for the relief of human suffering or in works of public utility. Research work is especially provided for, and amongst other things the trustees may engage qualified and competent persons to investigate into matters pertaining to social economics and the political welfare of the Indian community, such work being to divers schemes of a practical nature and not to be undertaken from the stereotyped point of view.

came through. "They're abreast," and a mile or so farther on, "Engine's leading."

A little farther on the robbers had to slow down at a sharp bend in the road, and what was their astonishment on turning the corner to find a barricade of hayracks drawn across the road. The local police had acted upon orders by telephone to prevent the passing of any motor-cars in the direction of Paris. The bandits, thus foiled, saw their only safety lay in flight by foot across the fields. Shots followed them. The leader of the band was killed, and a second surrendered, but four made good their escape.

Two of them were later captured by the police in a neighbouring village at a small café. The other two are still at large.



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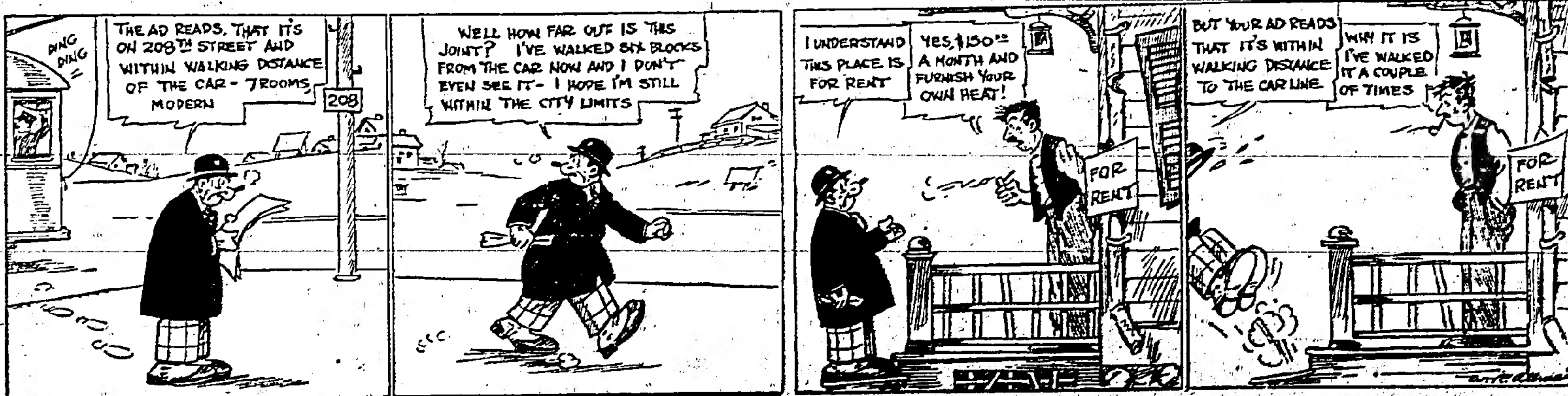
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Photo: Mee Cheong.

Wedding of Capt. W. J. Campbell and Miss E. Hurdler: The bride and bridegroom



Photo: Mee Cheong.

Group taken at the Campbell-Hurdler wedding.

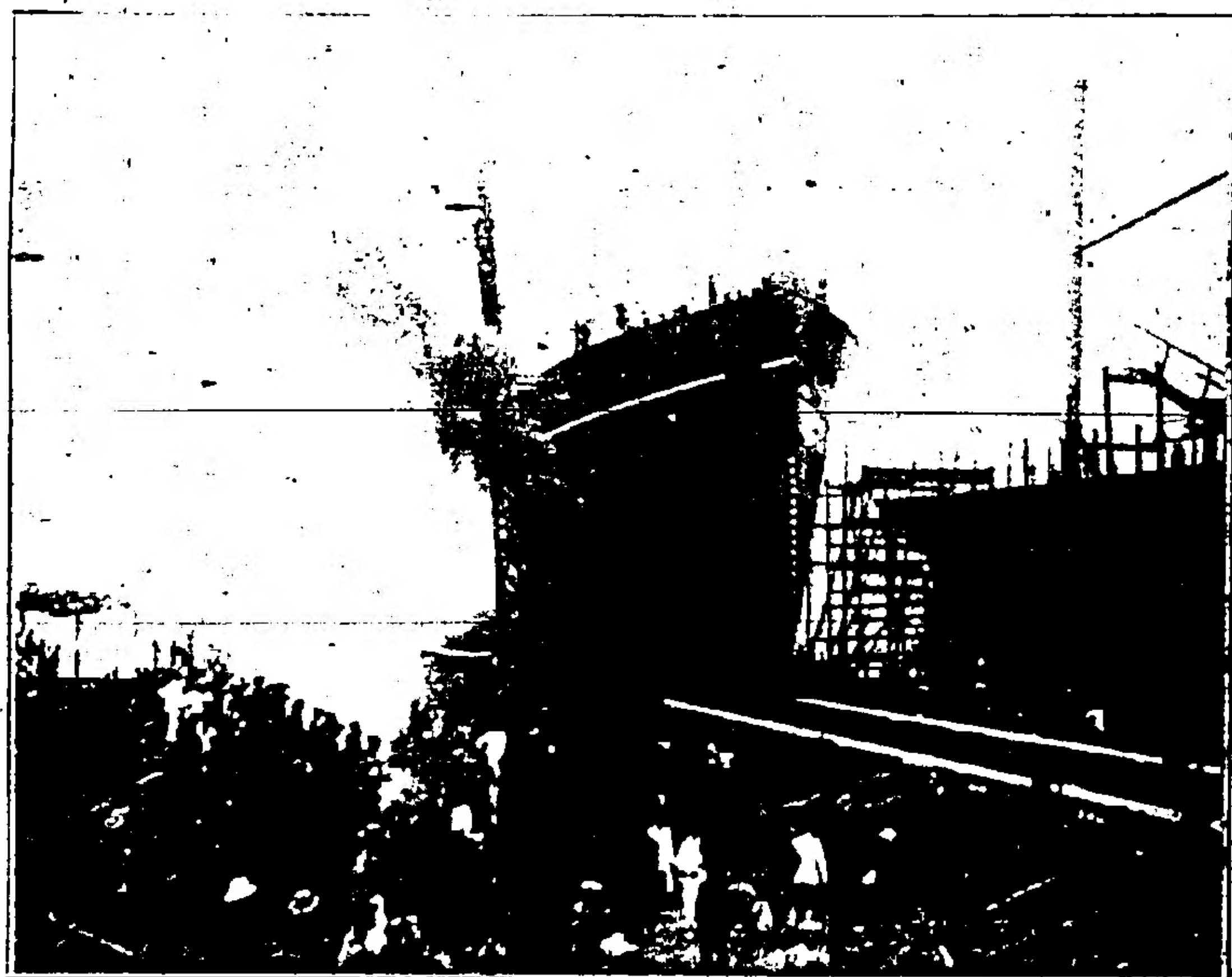


Photo: Mee Cheong.

Launching the S.S. "Szechuen" at Taikoo



Photo: Mee Cheong.

Scene at the launching of the S.S. "Szechuen".

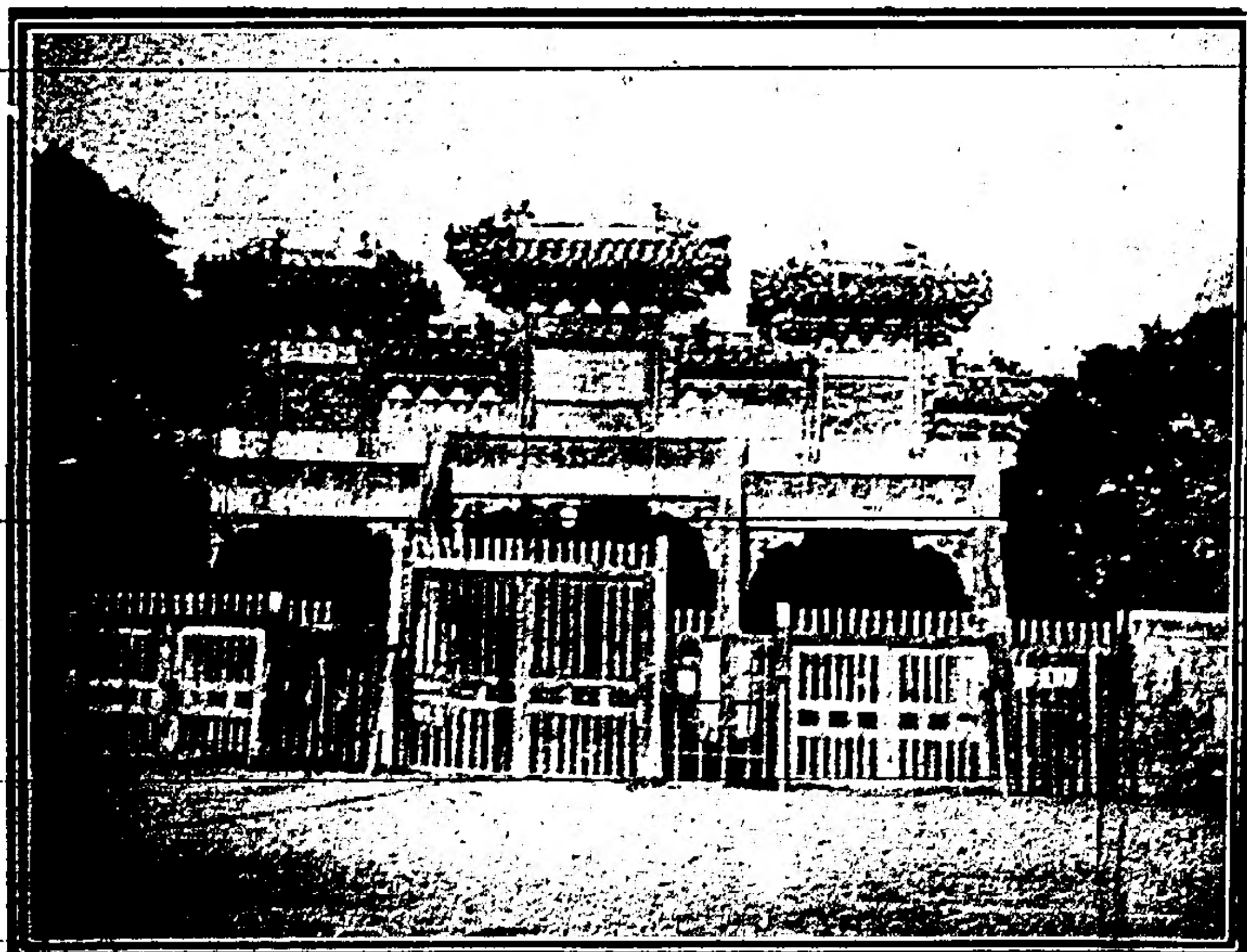


Photo: Tientsin Press.

Entrance to Lama Temple, Peking.

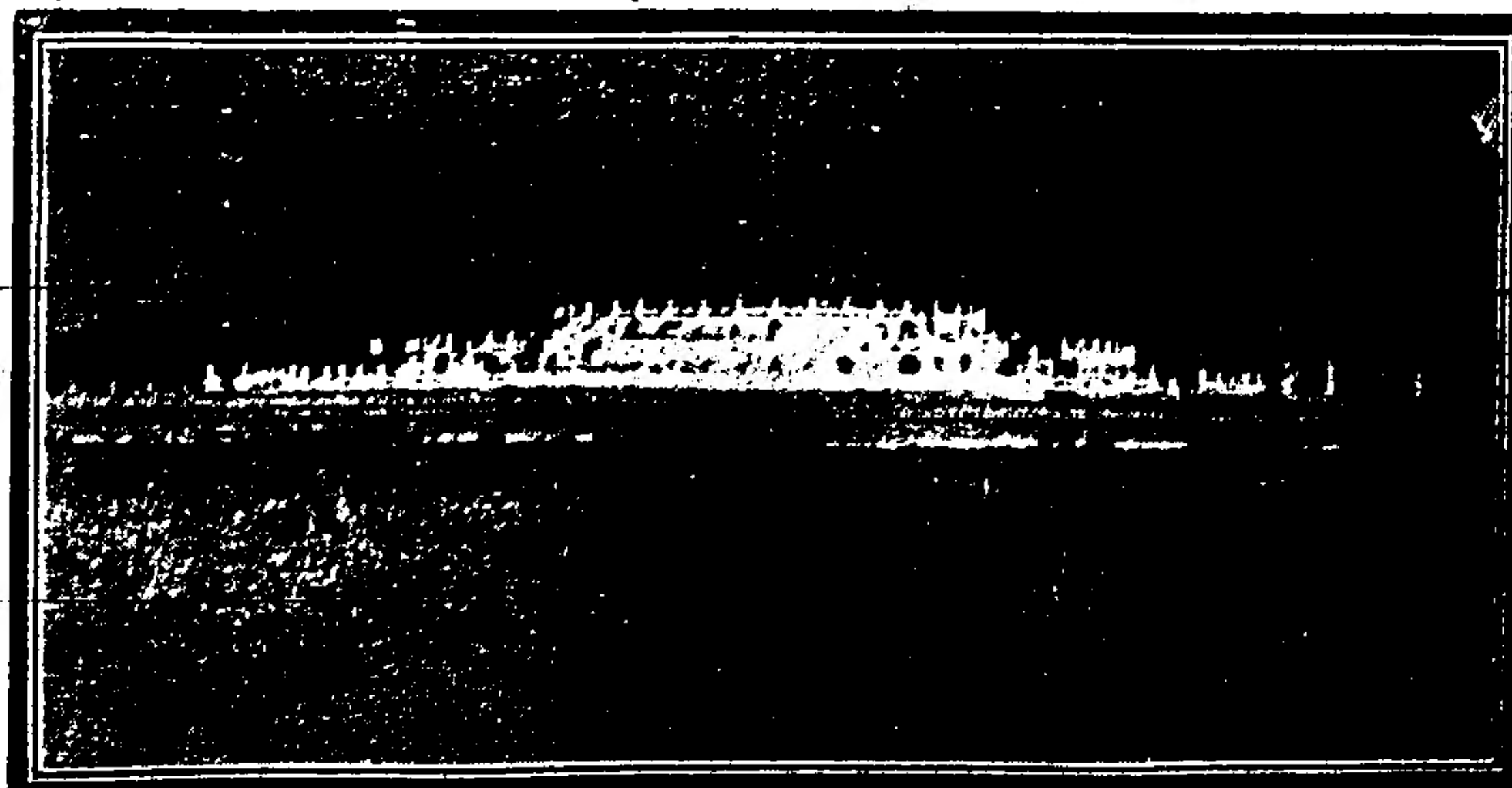


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The Altar of Heaven, at Peking.

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COMMERCIAL NEWS.

THE LABOUR PARTY AND

RUBBER DIVIDENDS.

The Dividend of 250 per cent.
announced by the Pataing Com-
pany gave rise to a question in the
House of Commons by a
Labour member as to whether
plantation companies came within
the scope of the Profiteering Act.
To all who understand how rubber
profits are earned the question
seems absurd, but the attitude of
the Labour Party towards high
dividends explains why so
many rubber companies have
lately reorganised their capital
accounts. High dividends in-
volve ill-informed criticism, with
the result that rubber directors
no longer regard it as sound
policy for companies to use their
profits for capital purposes.
Economy and self-sacrifice in the
past allowed Pataing to build up
a very strong position, but such
virtues are no longer encouraged,
and the "watering" of capital
formerly looked upon as an evil
has now become a fashionable
device.

SUGAR.

Kobe, April 28. Judging by all
the indications, it seems that the
situation for the Japanese sugar
market is going from bad to worse.
The market at the week-end suf-
fered a fall owing to the throwing
away of stocks by pessimistic
merchants. Prices stood at ¥38.75
per 100 for April and May deliv-
ery of centrifugals, ¥40.50
for May and June delivery, and
¥41.50 for June and July delivery.
Compared with the previous day
(Friday), a fall of ¥2 was observed.
The cause of the fall is attributed
to the general pessimism in view
of the difficulty in prospect of
getting funds next month. It is
true that the sugar interests have
succeeded in getting a promise
from the banks concerning the
advance of funds for the settle-
ment at the end of the pre-
sent month, but there are
signs of misgivings as to the
possibility of securing funds next
month, which still keep Japan's
economic sky heavily clouded.
In this connection it will be
found of interest that the leading
warehouses in Osaka, Kobe and
other cities are now filled with
sugar to their full capacity, with
the result that any more new
arrivals are being rejected as it is
impossible to take them in. The
import of sugar from Formosa
has proceeded very satisfactorily
on account of the cargo space
available as a result of the present
shipping slump. The import
so far is reported to amount to
about 2,000,000 bales, of which
1,000,000 bales are in Tokyo.
700,000 bales in Osaka and the
remaining 300,000 bales are sent
to other cities.

On top of this large import, there

are old stocks amounting to

1,200,000 to 1,300,000 bales, which

were brought forward from last

year. The demand for sugar

in Japan has of late decreased considerably

in view of the circumstances

above mentioned. This fact

accounts for the immense stocks

in the warehouses already re-
ferred to. The sugar interestsare causing the import of sugar
from Formosa to be delayed. Itis therefore expected that the
import will decrease consider-
ably for the time being, at least
until things begin to take a
favourable turn.

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INWARD MAILS.

Japan—Per TATSUNO M., 16th May.
Europe via Negapatam—Per NELLORE, 16th May.
U.S.A., Japan & Shanghai—Per TENYO M., 16th May.
Straits—Per DELTA, 17th May.
Shanghai—Per SUNNING, 17th May.
Shanghai and Japan—Per MISHIMA, 21st May.
Straits—Per TSUSHIMA M., 22nd May.
Australia & Manila—Per TANGO M., 24th May.

OUTWARD MAILS.

Swatow, Amoy & Fomosa via Keelung—Per KAIJO M., 16th May, 9 a.m.

MONDAY, 17TH MAY.

Shanghai, North China & Japan via MOJI—Per NELLORE 17th May, 3 p.m.
Shanghai and North China—Per DELTA, 17th May, 5 p.m.

TUESDAY, 18TH MAY.

Swatow and Bangkok—Per LU-CHOW, 18th May, 9 a.m.
Swatow, Amoy & Foochow—Per HAIHONG, 18th May, 1 p.m.
Amoy & Shanghai North China—Per SHANTUNG, 18th May, 2 p.m.
Shanghai, North China and Japan via Kobe, Honolulu, Canada, United States Central & South America and EUROPE VIA SAN FRANCISCO—Per VENEZUELA, 18th May, Reg. 2.45 p.m. Letters 3.30 p.m.

WEDNESDAY, 19TH MAY.

Mauritius—Per HWAH KUN, 19th May, 10 a.m.

THURSDAY, 20TH MAY.

Shanghai and North China—Per SUNNING, 20th May, 10 a.m.
Shanghai and North China—Per INABA M., 20th May, 10 a.m.
Japan via Kobe Seattle Vancouver—Per DELIGHT 20th May, 11 a.m.

FRIDAY 21ST MAY.

Swatow, Amoy & Foochow—Per HAICHING, 21st May, 1 p.m.

Philippine Islands—Per YUEN-SANG, 21st May, 2 p.m.

SATURDAY, 22ND MAY.

Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & EUROPE VIA MARSSEILLES—Per MISHIMA MARU, 22nd May, Reg. 9.45 a.m. Letters 10.30 a.m.
Philippine Islands, Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE VIA VICTORIA B. C.—Per KASHIMA M., 22nd May, 10 a.m.

SUNDAY, 23RD MAY.

Japan via Nagasaki—Per TANGO MARU, 23rd May, 9 a.m.

TUESDAY, 24TH MAY.

Swatow, Amoy and Foochow—Per HAILOONG, 25th May, 1 a.m.

Philippine Is.—Per TAMING, 25th May, 3 p.m.

WEDNESDAY, 26TH MAY.

Philippine Islands, Australia & New Zealand via Thursday Is.—Per AKI MARU, 26th May, Reg. 8.45 a.m. Letters 9.30 a.m.

THURSDAY, 27TH MAY.

Shanghai, North China & Japan via Kobe—Per KAMO M., 3rd June, 10 a.m.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES

Banks.	
H.K. & S. Banks & 630	630
Marine Insurance.	
Canton	n. 445.
North China	n. 160
Unions	n. 190 ss. 193 1/2
Yangtze	n. 270
Far Eastern	n. 17 1/2
Fire Insurance.	
China Fire	n. 138
H. K. Fire	n. 300
Shipping.	
Douglases	s. 37 1/2
H.K. Steamboats	n. 25
Indos (Prof.)	n. 19 1/2
Indos (Def.)	n. 20 1/2
Shells	n. 210
Ferries	n. 29
Refineries.	
Sugars	b. 235
Malabons	b. 48 1/2
Mining.	
Kailans	b. 115
Langkai	n. 17
Shanghai Loans	n. 17
S'hai Explorations	n. 17
Rauhs	n. 100
Tronohs	b. 37 1/2
Ural Caspian	s. 27 1/2
Docks, Wharves, Godowns, &c.	
H.K. Wharves	n. 86
K. Docks	b. 15 1/2
S'hai Docks	b. 131
N. Engineering	n. 25
Lands, Hotels & Buildings.	
Centrals	b. 106
H.K. Hotels	b. 124 ss. 125
L. Invest.	s. 117
H'phreys Est.	b. 6.50
K'loon Lands	b. 40
L. Reclamations	n. 140
West Points	b. 51
Cotton Mills.	
W. on	n. 1.685
Kung Yik	n. 1.66
Lau Kung Mow	n. 1.435
Oriental	n. 1.310
S'hai Cottons	n. 1.350
Yangtze Woollen	n. 1.45
Miscellaneous.	
Cements	b. 6.90
China Borneo	n. 6.90
Do. Light	n. 6.90
China Providents	b. 7.00
Dairy Farms	b. 23 ss. 25
Electric H. K.	s. 20
Electric Macao	s. 33
Hongkong Ropes	b. 20 1/2
H. K. Tramways	b. 6.50
Peak Trams, old	n. 6.10
Do. new	n. 80 cts.
Steam Laundries	b. 4.50
Steel Foundries	n. 10
Water-works	b. 13 1/2
Watsons	s. 6.10
Wm. Powells	n. 13
Wisemans	b. 27 1/2

Hongkong, May 15, 1929.

WEATHER REPORT.

May 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31. No returns from Japan and Vladivostok. Pressure has decreased slightly at the majority of reporting stations; the a. m. wind has moved eastward, and the depression over Tientsin has become deeper.

Hongkong Rainfall for the 24 hours ending at 11 a.m. to-day: 1.59 inch. Total since January 1st, 21.15 inches, against an average of 15.81 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
H. K.	E. and N.E. or variable, moderate; locally, rain.
1. H. K. to Cap Rock	N.E. to N.W. winds, fresh, moderating.
2. South coast of China (between H.K. and Lamook) as No. 1	The same as No. 1.
3. South coast of China (between H.K. and Hainan) as No. 1	The same as No. 1.

C. W. JEFFRIES, Director.

METEOROLOGICAL.

Day On date On date. at 6 a.m. at 6 a.m. at 6 a.m.

Barometer 29.74 29.75 29.76

Temperature 75 75 74

Humidity 83 83 81

Wind Direction E. E. E.

Force 5 4 3

Weather 0 0 0

Rain 0.00 0.00 1.34

Highness open air Temperature on the 15th 75

Lowest 14th 71

H. K. Observatory, May 14, 1929.

C. W. JEFFRIES, Director.

NOTICES.



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